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City and County of San Francisco  
Department of City Planning

# GRACE CATHEDRAL CLOSE ALTERATIONS Draft Environmental Impact Report

91.121E

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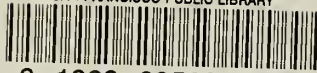
Draft EIR Publication Date: July 3, 1992  
Draft EIR Public Hearing Date: August 6, 1992  
Draft EIR Public Comment Period: July 3 to August 6, 1992

Written comments should be sent to  
The Environmental Review Officer  
450 McAllister Street, Sixth Floor  
San Francisco, CA 94102

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**DATE:** July 3, 1992

**TO:** Distribution List for the Grace Cathedral Close Alterations Project Draft EIR

**FROM:** Barbara W. Sahm, Environmental Review Officer

**SUBJECT:** Request for the Final Environmental Impact Report for the Grace Cathedral Close Alterations Project

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This is the Draft of the Environmental Impact Report for the Grace Cathedral Close Alterations project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the draft will automatically receive a copy of the Comments and Responses document along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. *The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution.* It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them.

If you want a copy of the Final EIR, please so indicate in the space provided on the next page and mail the request to the Office of Environmental Review within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

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Attn: Hillary Gitelman, EIR Coordinator  
91.121E - Grace Cathedral Close Alterations Project

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REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: Department of City Planning,  
Office of Environmental Review

Please send me a copy of the Final EIR.

Signed: \_\_\_\_\_

Print Your Name and Address Below


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City and County of San Francisco  
Department of City Planning

# **GRACE CATHEDRAL CLOSE ALTERATIONS Draft Environmental Impact Report**

**91.121E**

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**GRACE CATHEDRAL CLOSE ALTERATIONS  
DRAFT ENVIRONMENTAL IMPACT REPORT**

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## I. SUMMARY

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### A. PROJECT DESCRIPTION

Grace Cathedral Corporation, which is affiliated with the Episcopal Diocese of California, proposes alterations on the Cathedral property as follows: construction of a new staircase from Taylor Street to the main doors of the Cathedral, construction of a new three-story, approximately 19,100-square-foot (sq.-ft.) Chapter House, construction of two separate additions to the Cathedral School for Boys totaling about 11,400 sq. ft. along Sacramento Street, construction of a new landscaped courtyard north of the Cathedral building, construction of a two-level, approximately 48,600-sq.-ft. (about 120-space) subsurface parking garage with access on Taylor Street, and construction of approximately 6,500 sq. ft. of meeting room and gift shop area beneath the proposed new staircase to the Cathedral. Grace Cathedral Corporation also proposes to demolish the existing approximately 14,800 sq. ft. Cathedral House and the existing Cathedral stairs, remove the existing surface parking lot (approximately 65 spaces), remove approximately 130 linear feet of the approximately 490-foot-long Crocker Fence which partially surrounds the Cathedral property, and relocate approximately 90 linear feet of the removed fence to another location on the site. The Cathedral itself and the existing Diocesan House at the corner of Sacramento and Taylor Streets would remain unchanged. The project would reorient the entrance to the Cathedral property from the corner of California and Taylor Streets onto Taylor Street; add meeting space in the proposed Chapter House along Sacramento Street; and reorient vehicle access to the site from Sacramento Street to Taylor Street. The project architect is William Turnbull Associates of San Francisco.

The project, including the Chapter House, additions to the Cathedral School for Boys, subsurface parking garage, and new under-stair area, would result in a total of about 87,400 sq. ft. of new construction on the project site. Following demolition and construction, the project would result in a net increase of about 66,100 sq. ft. of built area on the site. This net increase in built area would include approximately 11,400 sq. ft. in additions to the Cathedral School for Boys, approximately 48,600 sq. ft. in the proposed subsurface parking garage, approximately 4,300 sq. ft. resulting from the demolition of the Cathedral House and construction of the proposed Chapter House, and approximately 1,800 sq. ft. resulting from reconstruction of the under-stair area. The project would result in a net increase of about 55 parking spaces on the

project site, after removal of the existing 65-space surface parking lot and construction of the proposed 120-space subsurface parking garage.

## **B. MAIN ENVIRONMENTAL EFFECTS**

### **ARCHITECTURAL, HISTORIC AND CULTURAL RESOURCES (pp. 50 to 53)**

The proposed project would include the demolition of the Cathedral House which stands between Taylor Street and the main facade of the Cathedral proper, demolition of the existing Cathedral stairs, removal and relocation of portions of the Crocker Fence which partially surrounds the Cathedral property, and other physical changes within the Cathedral Close. The entirety of the Cathedral Close (Grace Cathedral and the area around it), excluding the Cathedral House and the existing parking lot, is designated City Landmark No. 170.

The Crocker Fence is included in City Landmark No. 170. The fence was constructed circa 1877 and is the sole remaining architectural element associated with the Crocker Mansion, which formerly occupied the project site. To accommodate the proposed new staircase to the main Cathedral entrance and the entrance to the subsurface parking garage, approximately 130 linear feet of the Crocker Fence would be removed from the Taylor Street frontage of the site. (About 220 linear feet of the fence currently exist along the Taylor Street frontage, and about 270 linear feet exist along the Sacramento Street frontage.) Approximately 90 linear feet of the removed fence would be relocated to the interior of the site north of the Cathedral, at the south side of the proposed landscaped courtyard. The remainder of the removed fence would consist of individual segments of relatively short lengths totaling about 40 linear feet, or less; there are currently no plans to relocate or reuse these segments on the site. While a portion of the removed fence would be relocated to the proposed courtyard, relocation of the fence to that area would not preserve the fence in its original location as a marker of the Crocker Mansion and the street. Because the Crocker Fence is included in the Grace Cathedral Close City Landmark No. 170 and because its inclusion is related to its location as a marker of the original Crocker Mansion, removal of the 130-foot-long segment, as proposed, would significantly impact this Landmark.

The Cathedral House is not included in City Landmark No. 170. It was rated "3" in the 1976 Department of City Planning Architectural Inventory and identified in the *Here Today* survey of 1968. The Cathedral House was also included in the secondary survey area described in *Splendid Survivors*. The Foundation for San Francisco's Architectural Heritage has not completed ratings for buildings in this survey area. The Cathedral House, completed in 1912, was sited consistent

with the 1907 George Bodley plan for the cathedral property that would have placed the main cathedral facade on California Street. Revised plans for the cathedral property, which changed the position of the cathedral to face Taylor Street, were completed by San Francisco architect Lewis Hobart in 1926. Construction of the cathedral building facing Taylor Street commenced in 1928. The Cathedral House partially blocks off the eastern approach to the main cathedral entrance. Demolition of the Cathedral House and removal of a portion of the Crocker Fence along Taylor Street, as proposed in the project, would be necessary in order to construct the proposed new stairway leading from Taylor Street to the Cathedral's main entrance. The combined effects of the components of the project other than removal of the fence (that is, demolition of the Cathedral House, construction of the new staircase, construction of the Chapter House, additions to the existing school, creation of new open space, and subsurface parking and meeting space) would not have a significant environmental impact on Architectural and Historic Resources, as discussed in Chapter IV, Environmental Impacts, pp. 50-53.

The proposed project would include excavation to a depth of approximately 30 feet for the subsurface parking garage. Archaeological resources including previously unrecorded prehistoric resources and historic resources from the Gold Rush and later nineteenth century periods may be encountered on the project site during construction activities. Some subsurface resources associated with the Crocker Mansion may also be encountered.

#### URBAN DESIGN (pp. 53 to 54)

The proposed three-story Chapter House, flanking Sacramento Street, would be designed in a Gothic style similar to the style of the existing Diocesan House, which would remain on the site. The Chapter House would have walls of cast-in-place concrete and a slate tile roof in a color similar to the slate tile roof of the Diocesan House. The additions to the Cathedral School for Boys would be designed in the same architectural style as the proposed Chapter House, would also have walls of cast-in-place concrete, and would have a slate tile roof in a similar color to that of the Diocesan House.

The project would remove the existing stairs to the Cathedral, the Cathedral House, and the courtyard between the Cathedral House and the Cathedral proper. As a result, the complete front facade of Grace Cathedral would be visible along Taylor Street and from Huntington Park across Taylor Street from the site. The Chapter House and Diocesan House along Sacramento Street would form a foreground for the Cathedral in views from the north, and the existing surface parking lot on the site would be eliminated. The existing open area between the Cathedral House

and the Cathedral would be replaced by a landscaped courtyard north of the Cathedral, where the existing surface parking lot is located.

#### SHADOW (pp. 54 to 66)

Proposed new construction and demolition would affect shading of Huntington Park, across Taylor Street from the Grace Cathedral property. The proposed Chapter House and eastern school addition would each result in new shading of northeastern and central portions of Huntington Park in late afternoon from March through October. Demolition of the Cathedral House would result in a decrease in shadow in the central and southern portions of Huntington Park in the late afternoon through much of the year. The project also would result in changes to shadows affecting surrounding streets, sidewalks, and buildings in the immediate vicinity. Approximate maximum shading of Huntington Park by project buildings would occur on April 20 at 6:50 p.m. At that time, about the same extent of shadow on the park, about 85 percent, would occur with the proposed project as under existing conditions.

Neither the proposed Chapter House nor the school addition would exceed 40 feet in height, as measured under the *City Planning Code*. Therefore, neither would be subject to Proposition K, the Sunlight Ordinance (*City Planning Code* Section 295), which restricts new shadows on certain properties under the jurisdiction of the Recreation and Park Commission.

#### TRANSPORTATION (pp. 67 to 79)

Currently, on weekdays, there are approximately 150 employees/volunteers, an average of 80 to 100 visitors, and 200 students on the Grace Cathedral site, for a total of about 450 people on the site over the course of a typical weekday. The estimated vehicle trip generation associated with community functions at the Cathedral on a typical Tuesday evening, the most heavily attended meeting night (about 500 attendees), is about 486 vehicle trips (vte) between the hours of 6:30 p.m. and 10:00 p.m.; 243 vte to the Cathedral and 243 vte from the Cathedral. The Cathedral also generates travel demand from staff and students associated with daytime uses.

The proposed project would increase the number of employees working on the project site by approximately five, which would include two new school employees and one to three parking garage attendants. The project would increase the capacity of meeting space available to community groups, but would not be expected to increase the maximum number of evening

function attendees over existing conditions. An estimated additional 36 students would attend the School for Boys.

Travel demand generated by up to five new employees and 36 new students would not cause a noticeable increase in traffic. If all of the new employees were to drive alone to and from work, and approximately 50 percent of the new students would be dropped off by car, with approximately two students per vehicle, it is estimated that the project would add a maximum of approximately 20 vehicle trips during the a.m. peak hour, and two vehicle trips during the p.m. peak hour, to streets in the vicinity of the Cathedral. Because the estimated vehicle trips during the p.m. peak period would be low, it would be expected that the new trips would not be noticeable within daily fluctuations in traffic. No substantial increase in trips would be expected to be generated by evening meeting attendees since no substantial increase in the number of meeting attendees would be expected with the project. Also, any additional trips generated by the project in the evening would occur outside of traffic peak periods.

The project would move parking access to the Cathedral site from Sacramento Street, a one-way transit preferential street, to a garage entrance on Taylor Street, a two-way local street on which MUNI buses and cable cars do not operate. The existing lot has a one-lane driveway which is shared by both entering and exiting vehicles, which at times could affect the flow of traffic (including MUNI) on Sacramento Street. The proposed entrance to the new parking garage would have two lanes, one for entering and one for exiting vehicles. Relocating the parking lot entrance to Taylor Street would eliminate the potential impacts of the Cathedral's existing parking lot on Sacramento Street. The proposed two-lane driveway on Taylor Street would not be expected to result in conflicts between entering and exiting vehicles and traffic on this less traveled street.

Grace Cathedral currently provides 65 off-street parking spaces in its on-site surface parking lot. The project would replace this lot with a 120-space parking garage, thereby increasing the Cathedral's off-street parking supply by 55 spaces. On-street parking occupancy for a Tuesday evening, the peak meeting time, is currently about 101 percent. On the same evening, the Grace Cathedral off-street parking lot is about 109 percent occupied. Currently, on-street parking occupancy for Sunday mornings is about 99 percent, and on-site parking occupancy is 100 percent occupied.

It is estimated that Cathedral activities on a typical Tuesday evening generate a parking demand for about 243 parking spaces, with an on-street demand of about 122 parking spaces and the

remaining parking demand for about 121 spaces being accommodated in the Cathedral's 65-space off-street parking lot or other nearby off-street parking lots. The Cathedral also generates parking demand from staff associated with daytime uses.

As noted above, the proposed project would increase the number of employees working at the project site by approximately five employees, would not be expected to increase the maximum number of function attendees to the site above current peak levels, and would increase school enrollment by about 36 students. The proposed project therefore would not be expected to substantially increase the number of people who would drive to and park at the facilities (new students would not drive to the school and park), and there would not be a noticeable increase in demand on the parking supply in the vicinity of the Cathedral. In addition, although not needed to accommodate increased parking demand for the proposed project, the project proposes to increase the number of on-site parking spaces as required by the *City Planning Code*. The approximately 55 additional spaces could reduce existing effects of Cathedral activities on existing parking conditions in the project vicinity.

The proposed project would not change any of the existing passenger loading zones in the vicinity of Grace Cathedral. The increase in the number of students at the School for Boys would not be expected to affect loading zone activity, and thus would not be expected to change traffic patterns in the area.

Changes in vehicle and pedestrian access to the site and to Cathedral buildings would alter overall pedestrian conditions at the project site and could warrant the installation of devices to warn pedestrians of approaching vehicles at the proposed garage entrance. The Cathedral would install appropriate pedestrian warning devices at the driveway to the proposed subsurface parking garage.

#### GROWTH INDUCEMENT (pp. 79-80)

The project would result in some intensification of existing land uses at the project site. The additions to the Cathedral School for Boys could allow enrollment at the school to increase by a maximum of about 36 students, and the existing school staff to increase by a maximum of two staff members. The project could result in the addition of one to three new staff members to supervise the proposed parking garage. The proposed expansion and addition of three net new meeting spaces (one in the Cathedral House and two in the under-stair area) would result in an increase in meeting capacity of about 500 persons. Provision of additional capacity would not in

itself increase use of the site, and any future demand would be distributed among various meeting spaces which would not be expected to be fully occupied at the same time.

The project would be built in a developed urban area, and no expansion to the municipal infrastructure not already under consideration would be required to accommodate new development due to, or induced by, the project.

### C. MITIGATION MEASURES

Some of the measures identified that would mitigate potentially significant environmental effects are presented below. A full recitation of mitigation measures proposed as part of the project or proposed for consideration are presented on pp. 81-84.

#### MEASURES PROPOSED AS PART OF THE PROJECT

##### Cultural Resources

- Given the possibility of encountering archaeological resources within the project site, the sponsor would retain the services of an archaeologist. The archaeologist would supervise a program of archaeological testing prior to the commencement of excavation/construction of the proposed project. The testing program would use a series of mechanical, exploratory trenches, borings, and/or other similar on-site testing methods to help further define the probability of encountering significant archaeological resources during excavation and construction.

If the archaeologist determined on the basis of this testing program that no additional measures were required to safeguard potentially significant archaeological resources, he/she would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor, describing the testing program and his/her conclusions.

Should the archaeologist determine on the basis of the testing program that additional measures were required, he/she would consult with the ERO to determine further actions appropriate to mitigate potential adverse impacts to significant archaeological resources. These additional actions would be implemented by the project sponsor, and could include, but might not be limited to, monitoring of all site excavation by a qualified historical archaeologist. Mitigation might also require the archaeologist to instruct all excavation and foundation crews on the project site of the potential for discovery of cultural or historic remains, and the procedures to be followed if such remains are uncovered.

Should a monitoring program be required, the project sponsor would designate one individual on site as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered. During the monitoring program, the archaeologist would record observations in a permanent log, and the monitoring program,

whether or not there are finds of significance, would result in a written report to be submitted to the ERO, with a copy to the project sponsor.

Should evidence of cultural resources be found during testing or following commencement of excavation activities, the project sponsor would suspend all activities at the project site which the archaeologist and the ERO jointly determined could damage such resources, and would implement an appropriate security program to prevent looting or destruction. Upon receiving the advise of the archaeologist, the ERO would then recommend specific mitigation measures, if necessary. These additional measures might include additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material. Ground disturbing activities which might damage discovered archaeological resources would be suspended for a maximum of four weeks (cumulatively for all instances where the ERO requires a delay) to permit inspection, recommendation, and retrieval, as appropriate.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description of how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Advisory Board and the California Archaeological Site Survey Northwest Information Center. The Office of Environmental Review shall receive three copies of the final archaeological report.

#### Air Quality

- The project sponsor would require the contractor(s) to sprinkle the site with water during demolition, excavation, and construction activities; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition and excavation, as needed, and during construction at least once per day to reduce particulate emissions. The project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

#### Transportation

- During the construction period, the project sponsor would cause to limit construction truck movement to the hours between 9:00 a.m. and 3:30 p.m., and to prohibit staging or unloading of equipment and materials during the periods of 7:30 a.m. to 9:00 a.m. and 3:30 p.m. to 6:00 p.m., to minimize peak-period traffic conflicts. The project sponsor and construction contractor would meet with the Traffic Engineering Division of the

Department of Parking and Traffic, the Fire Department, MUNI, and the Department of City Planning to determine feasible traffic management and mitigation measures to reduce traffic congestion during construction of this project and other nearby projects. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor would coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.

- The placement of paving, landscaping or structures in the sidewalk area (subject to City approval) would be done in such a way as to minimize interference with pedestrian traffic.

## MEASURES UNDER CONSIDERATION BY THE PROJECT SPONSOR

### Architectural and Historic Resources

- The project sponsor could prepare historic documentation, to Historic American Buildings Survey (HABS) recordation standards, of the Cathedral House and portion of the Crocker Fence to be removed. HABS, which is administered by the National Park Service, is a process involving preparation of written historic and photographic records of a structure to be altered.
- The project sponsor could arrange for the preservation and display of the portion of the Crocker Fence proposed for removal and not proposed for relocation on the project site. Locations for the display of that portion of the Crocker Fence could include exterior and interior areas on the project site or museums, where the fence could be displayed together with a discussion of the relationship of the Crocker Fence to the history of the project site.

### Transportation

- The project would include appropriate warning devices to alert pedestrians to vehicles exiting the proposed parking structure during peak times of use.

## D. ALTERNATIVES TO THE PROPOSED PROJECT

### ALTERNATIVE A: NO PROJECT

This alternative would entail no change to the site. The proposed project would not be built. The existing Cathedral House would not be demolished, and the proposed Chapter House would not be constructed. The additions to the Cathedral School for Boys would not be built, and the existing surface parking lot on the site would be retained. The existing stairs to the Cathedral would not be replaced by the proposed new staircase. New meeting rooms, parking, and open space would not be created on the site. The 130-foot portion of the Crocker Fence along Taylor Street that would be removed with the project would remain in its present location. If the No

Project Alternative were implemented, none of the impacts associated with the project would occur. This alternative would preserve the option to develop a similar or different type of project on the site in the future.

## ALTERNATIVE B: RETENTION OF SITE STRUCTURES

### B.1: Crocker Fence Retention In Place

This alternative would have all of the characteristics of the proposed project, except that the 130-foot portion of the Crocker Fence along Taylor Street that would be removed with the project would remain in its present location. As with the proposed project, the Cathedral House and the existing surface parking lot would be removed and the proposed Chapter House, subsurface parking garage, and additions to the Cathedral School for Boys would be constructed.

Because the 130-foot portion of the Crocker Fence along Taylor Street would not be removed and relocated, the proposed new staircase leading from Taylor Street to the main entrance of the Cathedral would be redesigned, and the entrance to the proposed subsurface parking garage would be relocated to accommodate the fence in its current location. The proposed new staircase could be built with the fence in front of its northern portion along Taylor Street, or the staircase could be redesigned to be narrower, extending from the corner of Taylor and California Streets to the beginning of the Crocker Fence on Taylor Street. In either case, primary access to the Cathedral would not be expanded along Taylor Street and would be limited to the vicinity of the Taylor and California Streets corner. Access to the subsurface parking garage, which would be from Taylor Street with the project, would be from Sacramento Street with this alternative, similar to existing access to the surface parking lot on the site.

This alternative would be similar to the project, with the exception that a portion of the Crocker Fence would not be removed, and parking access would be on Sacramento Street. The total land uses on the site with this alternative would be the same as with the proposed project. Traffic impacts on local streets and intersections would be different because the entrance to the new parking garage would be on Sacramento Street instead of on Taylor Street; access to the Cathedral's garage would occur on Sacramento Street, a transit preferential street, instead of on Taylor Street, a local street, and could therefore have a greater impact on MUNI operations. Because new building construction would be similar to that of the project, effects on shadows and subsurface cultural resources would be similar to those of the project. The fence-portion of City Landmark No. 170 would not be altered. Other impacts of this alternative would be similar

to those of the proposed project. As with the project, the Cathedral House, rated "3" in the Department of City Planning Architectural Inventory and identified in the *Here Today* survey, would be demolished with this alternative.

#### B.2: Retention Of Cathedral House And Crocker Fence

With this alternative, the 130-foot portion of the Crocker Fence along Taylor Street that would be removed with the project would remain in its present location, the Cathedral House that would be removed with the project would be retained on the site, and the proposed Chapter House would not be built. As with the proposed project, the existing surface parking lot would be removed from the site, and the proposed subsurface parking garage and additions to the Cathedral School for Boys would be constructed.

Because the 130-foot portion of the Crocker Fence along Taylor Street would not be removed and relocated, and the Cathedral House would not be removed, the proposed new staircase leading from Taylor Street to the main entrance of the Cathedral would not be constructed, and the entrance to the proposed subsurface parking garage would be relocated to accommodate the fence and Cathedral House in their current locations. Primary access to the Cathedral would not be expanded along Taylor Street and would be limited to the vicinity of the Taylor and California Streets corner. Access to the subsurface parking garage, which would be from Taylor Street with the project, would be from Sacramento Street with this alternative, similar to existing access to the surface parking lot on the site.

The total land uses on the site with this alternative would be similar to those of the proposed project. Traffic impacts on local streets and intersections would be different because the entrance to the new parking garage would be on Sacramento Street instead of on Taylor Street; access to the Cathedral's garage would occur on Sacramento Street, a transit preferential street, instead of on Taylor Street, a local street, and could therefore have a greater impact on MUNI operations. Because new building construction would be limited to the subsurface parking garage and the additions to the Cathedral School for Boys, shadow effects would be less than with the project and similar to the effects described for the school additions only. Shadow from the existing Cathedral House would still occur with this alternative. The fence-portion of City Landmark No. 170 would not be altered and the Cathedral House would be retained on the site in this alternative. Other impacts of this alternative would be similar to those of the proposed project.

### C. ALTERNATIVE C: RELOCATION OF REMOVED FENCE TO SITE PERIMETER

This alternative would have all of the characteristics of the proposed project, except that the 130-foot portion of the Crocker Fence along Taylor Street that would be removed with the project and relocated in part to the proposed courtyard at the interior of the site would be relocated in its entirety to another location along the perimeter of the site. As with the proposed project, the Cathedral House and the existing surface parking lot would be removed from the site and the proposed Chapter House, subsurface parking garage, meeting rooms, open space, and additions to the Cathedral School for Boys would be constructed.

Impacts of this alternative would be similar to those of the proposed project, except for removal of the fence. The total land uses on the site with this alternative would be the same as with the proposed project. Traffic effects on local intersections would be the same as with the project. Because new building construction would be the same as with the project, effects on shadow and subsurface cultural resources would be the same as with the project. As with the project, the Cathedral House, rated "3" in the 1976 Department of City Planning Architectural Inventory and included in the *Here Today* survey would be demolished in this alternative, and City Landmark No. 170 (of which the Crocker Fence is a part) would be altered. This alternative would remove a portion of the Crocker Fence from its location along Taylor Street, as with the project; however, this alternative would maintain the fence at the site perimeter rather than the interior of the block. Some alterations to the fence would be required to accommodate its new location on the site perimeter.

## **II. PROJECT DESCRIPTION**

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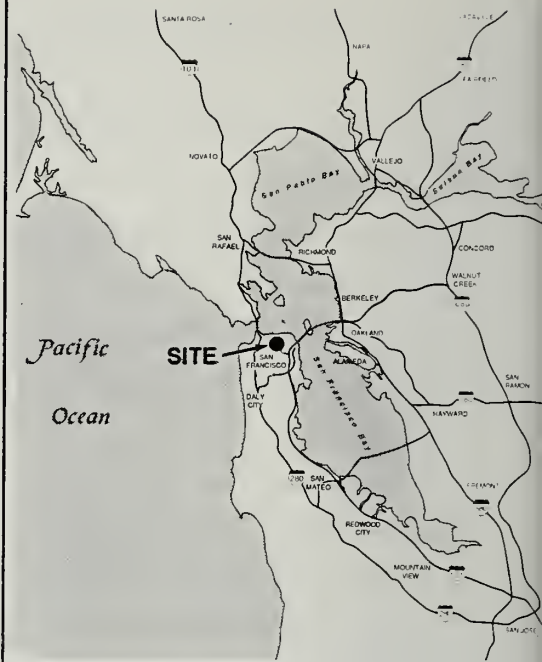
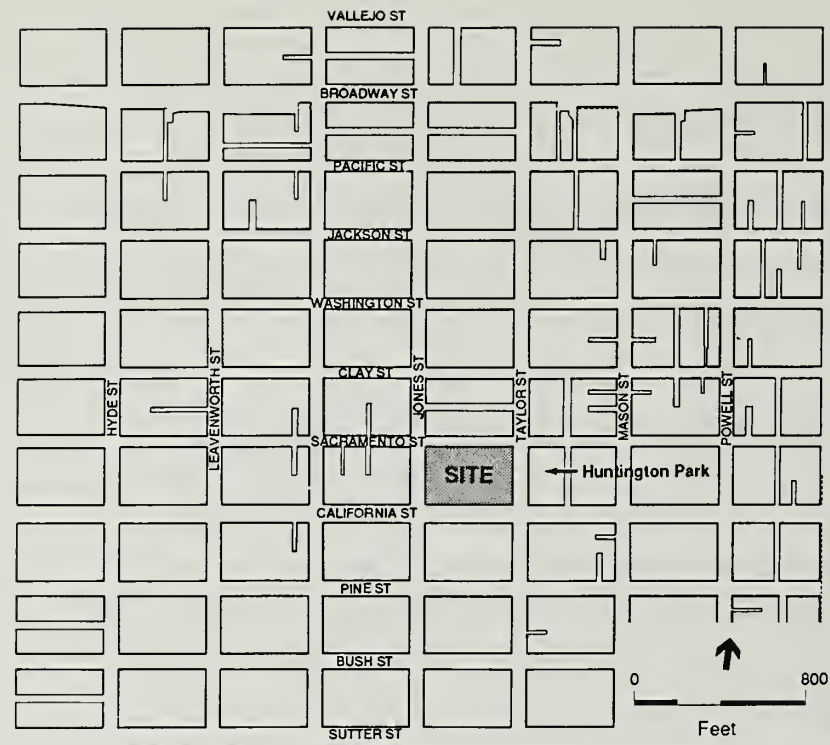
### **A. PROJECT SPONSOR'S OBJECTIVES**

Grace Cathedral Corporation, which is affiliated with the Episcopal Diocese of California, proposes to construct a new staircase to the main doors of Grace Cathedral, a new three-story Chapter House, two separate additions to the Cathedral School for Boys, a two-level, subsurface parking garage, and meeting rooms beneath the proposed new staircase to the Cathedral. The project would require demolition of the existing Cathedral House and Cathedral stairs. As part of the project, Grace Cathedral Corporation proposes to remove portions of the Crocker Fence which partially surrounds the property, and relocate part of the removed fence to another location on the project site. The project architect is William Turnbull Associates of San Francisco.

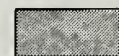
The project sponsor's objectives are to provide improved office and meeting space for the Cathedral staff, Cathedral congregation and community groups; to provide additional space for the staff and students of the Cathedral School for Boys; and to complete the 1926 Hobart architectural plan for the Cathedral site. Construction of a new stairway leading to the main Cathedral entrance, which is currently partly obscured by the existing Cathedral House, is intended to provide improved access to the Cathedral and to allow greater visual appreciation of the Cathedral facade and main doors, which are casts from the molds of the Ghiberti "Gates of Paradise" doors in Florence, Italy.

### **B. PROJECT LOCATION**

The project site includes the full block bounded by California, Sacramento, Jones and Taylor Streets, at the summit of Nob Hill in San Francisco (see Figure 1). The 113,440-square-foot (sq.-ft.) site is Lot 1 of Assessor's Block 246 and currently contains Grace Cathedral (on the southern portion of the site), the Cathedral School for Boys (on the northwest corner of the site), the Diocesan House (on the northeast corner of the site), the Cathedral House (on the east side of the site), the existing Cathedral staircase, and a 65-space surface parking lot which is entered from Sacramento Street west of the Diocesan House. Portions of the northern and eastern boundaries of the site are fenced by the original masonry and iron fence and gate of the Crocker Mansion that was located on the site until the 1906 earthquake and fire. The project site contains a



#### LEGEND



**PROJECT SITE**  
Assessor's Block 246,  
Lot 1

SOURCE: Environmental Science Associates, Inc.

Grace Cathedral ■

**Figure 1**  
Project Location

paved open space area to the east of the Cathedral, between the Cathedral and the Cathedral House. Huntington Park is across Taylor Street, east of the project site. The site is within an RM-4 (Residential Mixed, High Density) Use District and a 65-A Height and Bulk District.

### C. PROJECT CHARACTERISTICS

The proposed Grace Cathedral Close Alterations project would include construction of a new staircase from Taylor Street to the main doors of the Cathedral with meeting rooms below, a new Chapter House, two separate additions to the Cathedral School for Boys, and a subsurface parking garage. The existing Cathedral House and Cathedral stairs would be demolished, the existing parking lot and paved open area east of the Cathedral would be removed, and approximately 130 linear feet of the Crocker Fence would be removed from the Taylor Street frontage of the site in order to accommodate new construction. Approximately 90 linear feet of the removed fence would be relocated on the site. A new landscaped courtyard would be constructed above the parking garage to the north of the Cathedral, in the area of the existing parking lot. It is not anticipated that the courtyard area would be used for parking except for an occasional hearse at a funeral or a limousine at a wedding. The area would not be generally used for loading, except for an unusual circumstance such as a band unloading equipment for a concert./1/ The Cathedral itself and the existing Diocesan House would remain unchanged. Project characteristics are summarized in Table 1. The existing site plan is shown in Figure 2 on p. 17. Proposed floor plans and elevations are shown in Figures 3 through 7, on pp.18 to 22.

The proposed Chapter House would be a three-story building located on the northern portion of the site, along Sacramento Street. The Chapter House would be approximately 40 by 175 feet in plan, and would contain public rooms on the ground floor with offices and three residential units above for a total of about 19,100 sq. ft. The residential units would not be rented; they would be occupied by guests of the Cathedral and Cathedral employees. The three-story Chapter House would not exceed 40 feet in height, measured per the *City Planning Code*.

The two additions to the existing 17,100-sq.-ft. Cathedral School for Boys would include (1) a four-story, approximately 11,100-sq.-ft. addition (about 30 by 90 feet in plan) located on the east side of the School, perpendicular to Sacramento Street, with seven classrooms and one administrative office; and (2), a one-story, approximately 300-sq.-ft addition located at ground level on the north side of the building, which would increase the area of the School's library. The Cathedral School for Boys would increase by approximately 11,400 sq. ft., to a total

TABLE 1: PROJECT CHARACTERISTICS

<u>Proposed Uses</u>	<u>Chapter House</u> (to replace existing 14,800-sq.-ft. Cathedral House)	<u>Cathedral School</u> (17,100 sq. ft. existing)	<u>Under-stair Area</u> (to replace existing 6,500-sq.-ft. under-stair area)	<u>Parking Garage</u> (to replace existing 22,600-sq.-ft., 65-space surface parking lot)	<u>TOTAL</u>
Office Use	9,800 sq. ft.	2,500 sq. ft. /c/			12,300 sq. ft.
Meeting Rooms	6,200 sq. ft. /a/		4,000 sq. ft.		10,200 sq. ft.
Residential Use	3,100 sq. ft. /b/				3,100 sq. ft.
Classroom		8,600 sq. ft. /c/			8,600 sq. ft.
Library		300 sq. ft. /d/			300 sq. ft.
Other			4,300 sq. ft. /e/	48,600 sq. ft. (about 120 spaces)	4,300 sq. ft.
Parking					48,600 sq. ft.
Total New Construction	19,100 sq. ft.	11,400 sq. ft.	8,300 sq. ft.	48,600 sq. ft.	87,400 sq. ft.
Existing Construction to be Removed	14,800 sq. ft.		6,500 sq. ft.		
Net New Construction	4,300 sq. ft.	11,400 sq. ft.	1,800 sq. ft.	48,600 sq. ft.	66,100 sq. ft.
Maximum Height	40 feet /f/	40 feet /f/			
Size of Site					113,440 sq. ft.
Open Space					17,200 sq. ft. /g/

/a/ Including Library and Dining Room in the Chapter House.

/b/ Three dwelling units. Dwelling units would be occupied by guests of the Cathedral and Cathedral employees; they would not be rented.

/c/ Located in east school addition.

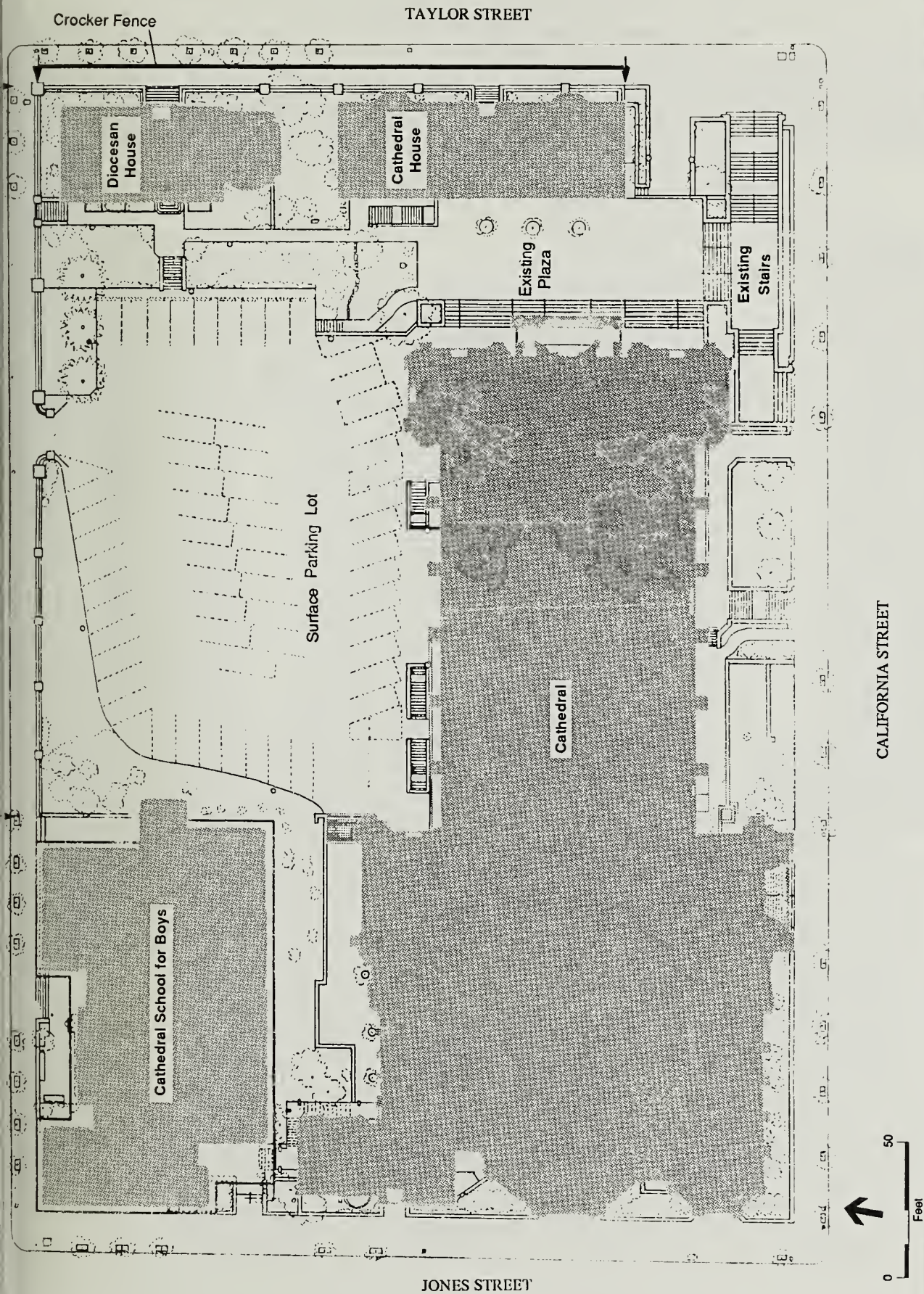
/d/ Located in north school addition.

/e/ Gift shop and storage.

/f/ As measured under the *City Planning Code*.

/g/ Proposed 13,400 sq. ft. courtyard between the Cathedral and the proposed Chapter House, and 4,200 sq. ft. in front of the Cathedral entrance. These features would replace 3,500 sq. ft. of existing open space between the Cathedral and the existing Cathedral House.

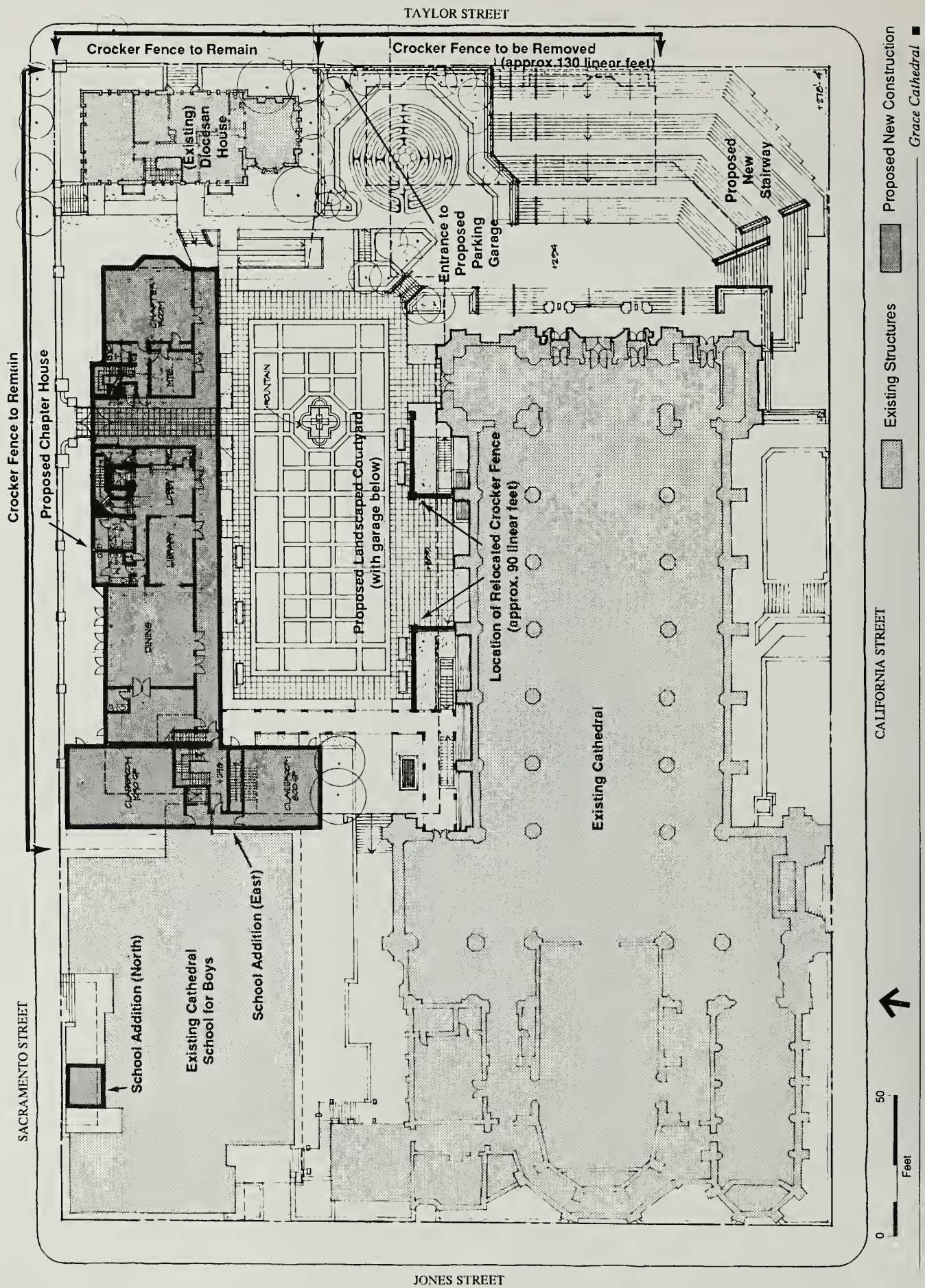
SOURCE: William Turnbull Associates; Environmental Science Associates.



Grace Cathedral

Figure 2

Site Plan (Existing Conditions)



SOURCE: William Turnbull Associates

**Figure 3**  
Ground Level Floor Plan

Proposed Chapter House

School Addition (East)

School Addition (North)

Existing Diocesan House

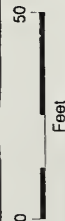
Proposed Landscaped Courtyard

Existing Cathedral

Proposed New Stairway

CALIFORNIA STREET

JONES STREET



Existing Structures

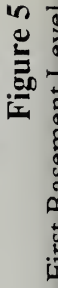
Proposed New Construction

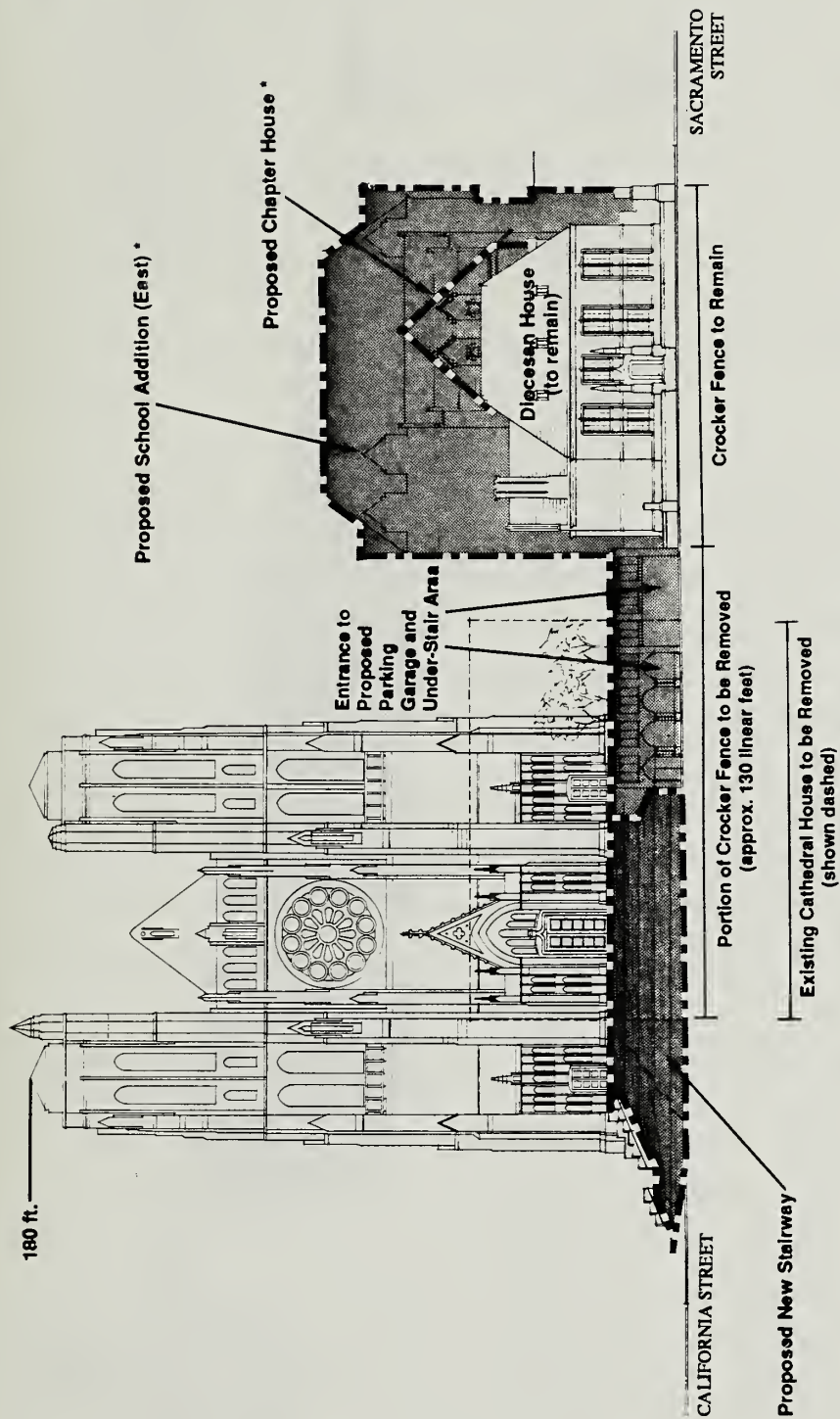
Grace Cathedral

SOURCE: William Turnbull Associates

Figure 4

Second Level Floor Plan





\* Proposed new construction would not exceed 40 ft. as measured under the City Planning Code. Actual heights would vary, based on ground elevations along Sacramento Street.



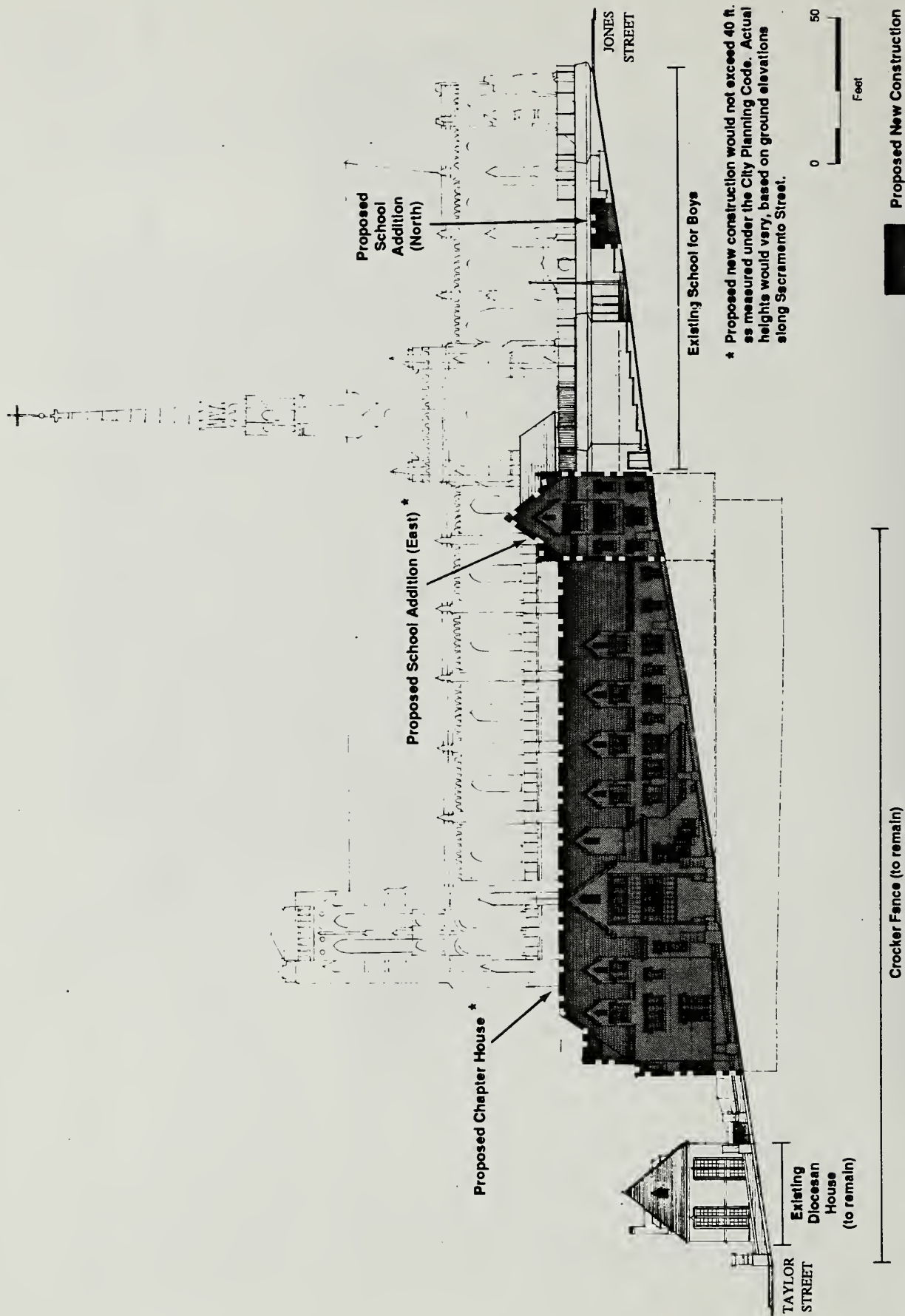
Proposed New Construction

Grace Cathedral

**Figure 6**

Taylor Street Elevation

SOURCE: William Turnbull Associates



SOURCE: William Turnbull Associates

Proposed New Construction  
Grace Cathedral

Figure 7

Sacramento Street Elevation

of about 28,500 sq. ft. No new construction would exceed 40 feet in height, measured as allowable under the *City Planning Code*.

The proposed subsurface parking garage would contain about 120 spaces on two levels, totaling approximately 48,600 sq. ft. The garage would be north of the Cathedral, partially under the proposed Chapter House and eastern school addition. Vehicle access to the site would be relocated from Sacramento Street to Taylor Street. The roof of the proposed parking garage would be a landscaped courtyard at the same approximate elevation as that of the existing surface parking lot, and would provide approximately 13,000 sq. ft. of usable open space between the Cathedral and the proposed Chapter House. An additional 4,200 sq. ft. of open area would be located in front of the Cathedral entrance. Total excavation required for the project would be approximately 24,500 cubic yards in volume, to a maximum depth of approximately 30 feet below existing grade.

The project would require the demolition of the existing four-story Cathedral House, which contains approximately 14,800 sq. ft. of office and meeting space and two dwelling units. The project would also require the removal of the existing Cathedral stairs and under-stair area, which contains approximately 6,500 sq. ft. of meeting space and a gift shop. The existing 65-space surface parking lot would also be removed, along with the approximately 3,500-sq.-ft. paved open area which is currently located between the Cathedral and the Cathedral House. The new staircase would lead from Taylor Street to the main doors of the Cathedral. Approximately 8,300 sq. ft. of meeting rooms and a gift shop would be located beneath the new staircase. Demolition of the Cathedral House and existing under-stair area, and construction of the Chapter House and new under-stair area, would result in a net increase of approximately 6,100 sq. ft. of interior area. The Cathedral itself and the existing Diocesan House would remain unchanged.

To accommodate the new staircase and access to the subsurface parking garage, approximately 130 linear feet of the Crocker Fence would be removed from the Taylor Street frontage of the site. The Crocker Fence originally surrounded nearly the entire block, except for the northwest portion where the Cathedral School for Boys is now located. The fence was originally approximately 1,150 feet long; approximately 490 linear feet remain. The approximately 130 linear feet of the Crocker Fence proposed for removal would be approximately 10 percent of the original length of the fence and approximately 30 percent of the remaining length of the fence. Approximately 90 linear feet of the removed fence would be relocated to the interior of the site north of the Cathedral, at the south side of the proposed landscaped courtyard. The remainder of the removed fence would consist of individual segments of relatively short lengths

totaling about 40 linear feet. The portion of the Crocker Fence that would be removed, and the area to which part of the removed fence would be relocated to, are shown on Figures 2 and 3 on pp. 17-18.

The masonry and wrought-iron fence is the remaining artifact on-site of the Crocker Mansion that formerly occupied the Cathedral site until the 1906 earthquake and fire. The entirety of the Cathedral Close (Grace Cathedral and the area around it), excluding the Cathedral House and the existing parking lot, is designated City Landmark No. 170./2/ The Cathedral House was rated "3" in the 1976 Department of City Planning Architectural Inventory and identified by the *Here Today* survey. The Cathedral House was also included in the secondary survey area described in *Splendid Survivors*. The Foundation for San Francisco's Architectural Heritage has not completed ratings for buildings in this survey area.

The project, including the Chapter House, additions to the Cathedral School for Boys, subsurface parking garage, and new under-stair area, would result in a total of about 87,400 sq. ft. of new construction on the project site (see Table 1, p. 16). Following demolition and construction, the project would result in a net increase of about 66,100 sq. ft. of built area on the site. This net increase in built area would include approximately 11,400 sq. ft. in additions to the Cathedral School for Boys, approximately 48,600 sq. ft. in the proposed subsurface parking garage, approximately 4,300 sq. ft. resulting from the demolition of the Cathedral House and construction of the proposed Chapter House, and approximately 1,800 sq. ft. resulting from reconstruction of the under-stair area. The project would result in a net increase of about 55 parking spaces on the project site, after removal of the existing 65-space surface parking lot and construction of the proposed 120-space subsurface parking garage.

#### **D. PROJECT SCHEDULE, COST AND APPROVAL REQUIREMENTS, AND MASTER PLAN POLICIES**

##### **PROJECT SCHEDULE AND COST**

The project sponsor expects environmental review, project review, and detailed design to be completed by late 1992. If the project were approved and building permits issued, construction of the Chapter House, parking garage, main stairs, and under-stair area would take approximately 20 months. The proposed additions to the Cathedral School for Boys are included here as part of the project for the purpose of environmental review. The school additions might, however, occur several years after completion of other portions of the project. The foundation for the four-story

addition to the east side of the school would be constructed in coordination with the proposed subsurface parking garage. The final construction schedule would be dependent upon ongoing fundraising efforts. Total construction costs would be approximately \$9,000,000 for construction of the proposed Chapter House, subsurface parking garage, new staircase, demolition of the Cathedral House, and relocation of the Crocker Fence, and approximately \$2,000,000 for the school additions (1992 dollars).

### APPROVAL REQUIREMENTS

Following a public hearing before the City Planning Commission on the Draft EIR, responses to written and oral comments will be prepared. The EIR will be revised as appropriate and presented to the City Planning Commission for certification as to accuracy, objectivity and completeness. No permits may be issued before the Final EIR is certified. As proposed, the project would have a significant effect on the environment which could not be avoided if the project were implemented (see Chapter VI, p. 85). For this reason, the City Planning Commission would have to disapprove the project or, in order to approve the project, would have to find that alternatives are infeasible and that the project's significant effect would be acceptable due to overriding considerations.

On November 14, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, which established eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under CEQA or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The City Planning Commission, in its decision regarding the proposed project approval or disapproval would make a determination of the project's conformance with the Priority Policies (*City Planning Code* Section 101.1).

Because the project would involve a City Landmark, the project would require a Certificate of Appropriateness pursuant to Section 1006.2 of the *City Planning Code*. Because the proposed project would involve construction, removal, and demolition of part of a City Landmark, the Planning Commission would hold a public hearing on the application for a Certificate of

Appropriateness following review and a recommendation by the Landmarks Preservation Advisory Board (LPAB). Review by the LPAB would also include a public hearing.

The project is being proposed as a Planned Unit Development (PUD) under Section 304 of the *City Planning Code*. Consideration of the project as a PUD is permitted for sites greater than one-half acre in size. According to Section 304(a):

The procedures for Planned Unit Developments are intended for projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood, and the City as a whole. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well reasoned modification of certain of the provisions contained elsewhere in this Code.

Under Section 304, the project sponsor will be requesting City Planning Commission approval for modification of the standard rear yard requirements as part of the PUD. Planned Unit Developments require Conditional Use authorization from the City Planning Commission. In addition, religious and educational institutions require Conditional Use authorization in RM-4 Use Districts. The City Planning Commission would hold a public hearing to consider the project's application for Conditional Use authorization in accordance with Sections 303 and 304 of the *City Planning Code* and would adopt a motion approving, approving with conditions, or disapproving the project.

The application and public hearing regarding the Conditional Use authorization may be combined with the Certificate of Appropriateness, per Section 1006.1(e) of the *City Planning Code*. If the project were approved by the City Planning Commission, the project sponsor must obtain building and related permits from the Central Permit Bureau of the Department of Public Works. An application for a Site Permit for the project has not been filed to date.

### MASTER PLAN POLICIES

As noted above, the project would be reviewed by the City Planning Commission in the context of applicable objectives and policies of the *San Francisco Master Plan*. Some of the key objectives and policies are noted here.

### Residence Element

- Objective 12, Policy 3, to "minimize disruption caused by expansion of institutions into residential areas."

### Commerce and Industry Element

- Objective 7, Policy 2, to "encourage the extension of needed health and educational services, but manage expansion to avoid or minimize disruption of adjacent residential areas;" and Policy 3, to "promote the provision of adequate health and educational services to all geographical districts and cultural groups in the city."

### Transportation Element

- Objective 3, Policy 1, to "improve speed of transit travel and service by giving priority to transit vehicles where conflicts with auto traffic occur, and by establishing a transit preferential streets system."
- Objective 10, to "ensure that the provision of new or enlarged parking facilities does not adversely affect the livability and desirability of the city and its various neighborhoods;" and Policy 1, to "ensure that new or enlarged parking facilities meet need, locational and design criteria."

### Urban Design Element

- Objective 2, Policy 4, to "preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development;" Policy 6, to "respect the character of older development nearby in the design of new buildings;" and Policy 7, to "recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character."
- Objective 3, Policy 1, to "promote harmony in the visual relationships and transitions between new and older buildings;" Policy 2, to "avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance;" Policy 5, to "relate the height of buildings to important attributes of the city pattern and to the height and character of existing development;" and Policy 6, to "relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction."

Community Safety Element

- Objective 2, to "preserve, consistent with life safety considerations, the architectural character of buildings and structures important to the unique visual image of San Francisco."

NOTE - Project Description

- /1/ Paul Lobush, William Turnbull Associates, telephone conversation, April 20, 1992.
- /2/ The precise location, boundaries, and characteristics of the Cathedral Close are described in City Planning Case File No. 83.560L (the Landmark designation report). In general, a "close" is defined as "an enclosed space around or at the side of a building; especially the neighborhood of a cathedral." (Cyrill Harris, ed., Illustrated Dictionary of Historic Architecture, Dover Publications, New York, 1983, p. 122. Originally published in 1977 by McGraw-Hill Book Company as Historic Architectural Sourcebook.)

### III. ENVIRONMENTAL SETTING

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#### A. LAND USE AND ZONING

##### LAND USE

The project site occupies the entire block bounded by Taylor, California, Jones, and Sacramento Streets in the Nob Hill area of San Francisco. The site includes Grace Cathedral, which contains approximately 69,000 sq. ft. of interior area; the four-story, approximately 14,800-sq.-ft. Cathedral House; the two-story, approximately 17,100-sq.-ft. Cathedral School for Boys; the two-story, approximately 5,900-sq.-ft. Diocesan House; a paved 65-space surface parking lot, a paved open area between the Cathedral House and the Cathedral, and landscaping throughout the site. Land uses on the project site include religious and educational (institutional) uses associated with Grace Cathedral and the Cathedral School for Boys. Accessory uses include office space, meeting rooms, two dwelling units, and off-street parking.

The Cathedral and other existing building on the site currently accommodate events which range in attendance from under 10 individuals for the regularly scheduled morning Holy Eucharist, to over 2,000 individuals for one-time special events such as the Dalai Lama address in April of 1991. Events at Cathedral facilities attract parishioners from the entire Episcopal Diocese as well as members of the surrounding community. Weekly events include bereavement groups (3-12 people); AIDS/ARC Support Group meetings (5-15 people); congregational bible study groups (10-20 people); Alanon meetings (20-30 people); Narcotics Anonymous meetings (80-100 people); and Tuesday Downtown AA meetings (350-400 people to as many as 725 people). Events held monthly include diocesan group meetings, such as Episcopal Charities Agency meetings (10-20 people); Department of Elders meetings (10-15 people); and Department of Missions meetings (about 30 people). Annual events include the convention of Diocesan Episcopal Church Women (about 140 people); the Festival of Remembrance service for the Royal British Legion (about 300 people); the reception for the Nob Hill Association after the Huntington Park Christmas tree lighting ceremony (300-325 people); and the annual symposium of the Trinity Institute (about 550 people).

Multi-family residential and hotel uses predominate in the site vicinity, with some single-family residential, retail, commercial, and other institutional uses, such as Saint Francis Hospital at

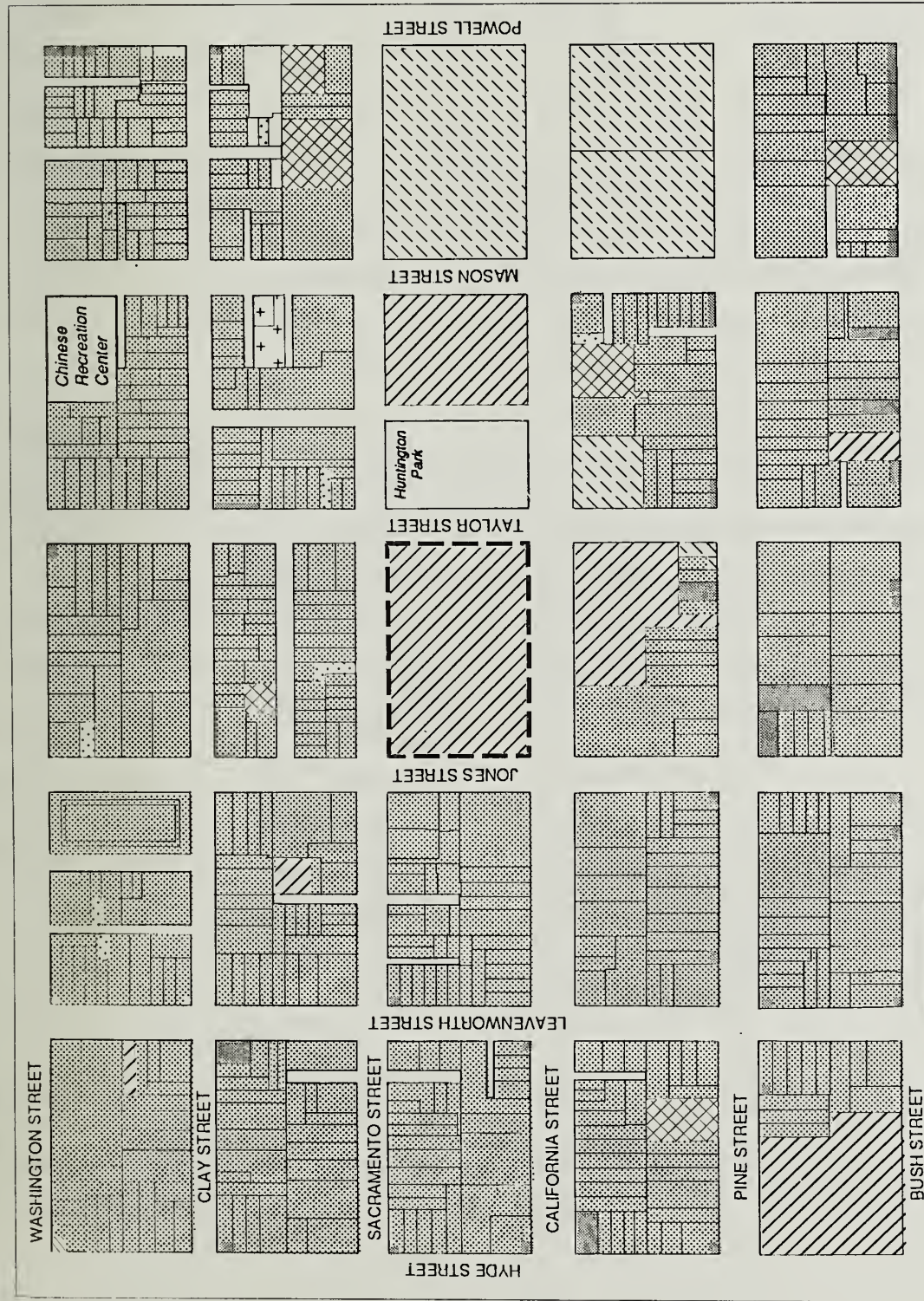
Hyde and Bush Streets, in the greater project area. To the east of the site, across Taylor Street, is Huntington Park, with the Pacific Union Club further to the east, adjacent to the east side of the park. The Fairmont, Stanford Court, and Mark Hopkins hotels are about one block east of the site. The blocks to the northeast, north, northwest, west, and southwest of the project site are dominated by multi-family residential uses consisting of low- to high-rise apartment buildings. The block to the south of the project site, across California Street, contains mid- and high-rise apartment buildings, neighborhood serving retail uses, a small hotel, and the Masonic Auditorium. The block to the southeast of the project site, across Taylor Street, contains the Huntington Hotel, a parking garage, and low- and mid-rise apartment buildings. Overall, the Nob Hill area is densely developed with a variety of uses. Existing uses in the area, including Grace Cathedral, Masonic Auditorium, and area hotels, attract large numbers of people into the vicinity. Land uses in the project site vicinity are shown in Figure 8.

#### ZONING

The project site is located in an RM-4 (Residential Mixed, High Density) Use District (see Figure 9, p. 32). Principal permitted uses in RM-4 districts identified in the *City Planning Code* include apartment buildings of high density, group housing, and supporting non-residential uses. Institutional uses such as the project are allowable as Conditional Uses. The project site falls within the Nob Hill Special Use District, which allows hotels of six or more guestrooms, incidental commercial uses, private lodges, private clubhouses, and private recreational facilities as Conditional Uses.

Other Use Districts in the site vicinity include P (Public Use) Districts east of the site (Huntington Park); RM-3 (Residential Mixed, Medium Density) Districts north and west of the site; RH-2 (Residential House, Two-Family) Districts one block northwest of the site; RC-4 (Residential-Commercial Combined, High Density) Districts one and one-half blocks to the southwest and south of the site; and RM-3 (Residential Mixed, Medium Density) Districts one block southeast of the site.

The site is located in a 65-A Height and Bulk District (see Figure 9, p. 32). The 65-A Height and Bulk District limits the maximum allowable height to 65 feet, with certain bulk restrictions above 40 feet. The project structures would be 40 feet or less in height, as measured under the *City Planning Code*. The predominant Height and Bulk District in the site vicinity is 65-A, except for Huntington Park across Taylor Street from the site which is designated OS (Open



- Single Family Residential
- Multi-Family Residential
- Retail / Restaurant
- Institutional
- Parking
- Park / Vacant
- Under Construction
- Hotel

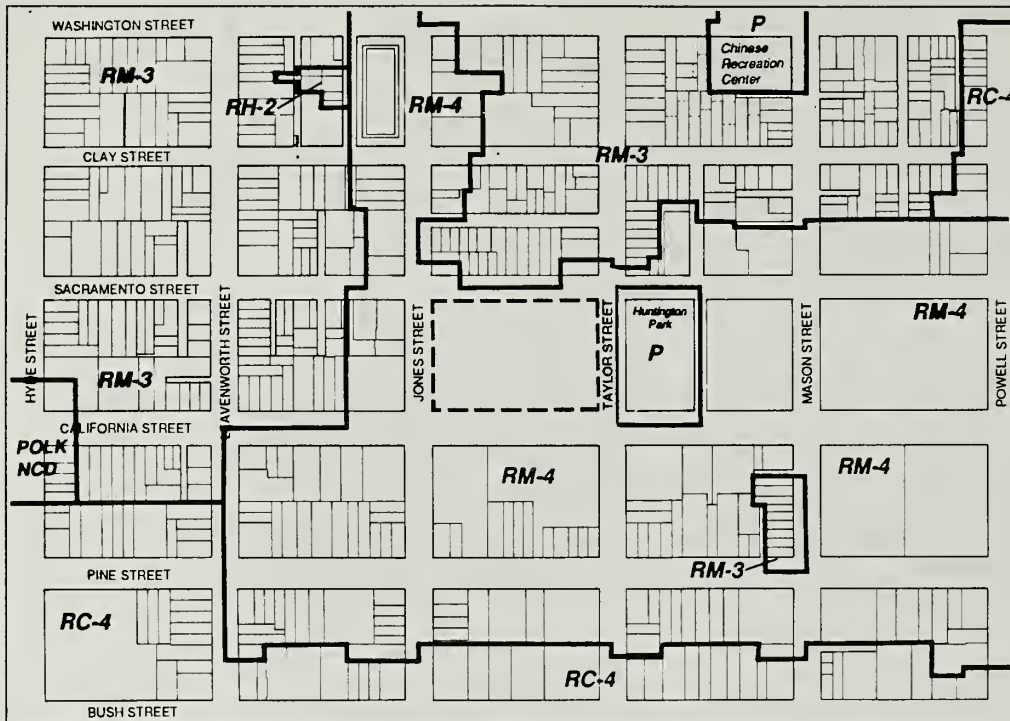
Project Site



0 400 Feet

SOURCE: Environmental Science Associates, Inc.

Grace Cathedral ■  
**Figure 8**  
 Land Use Map

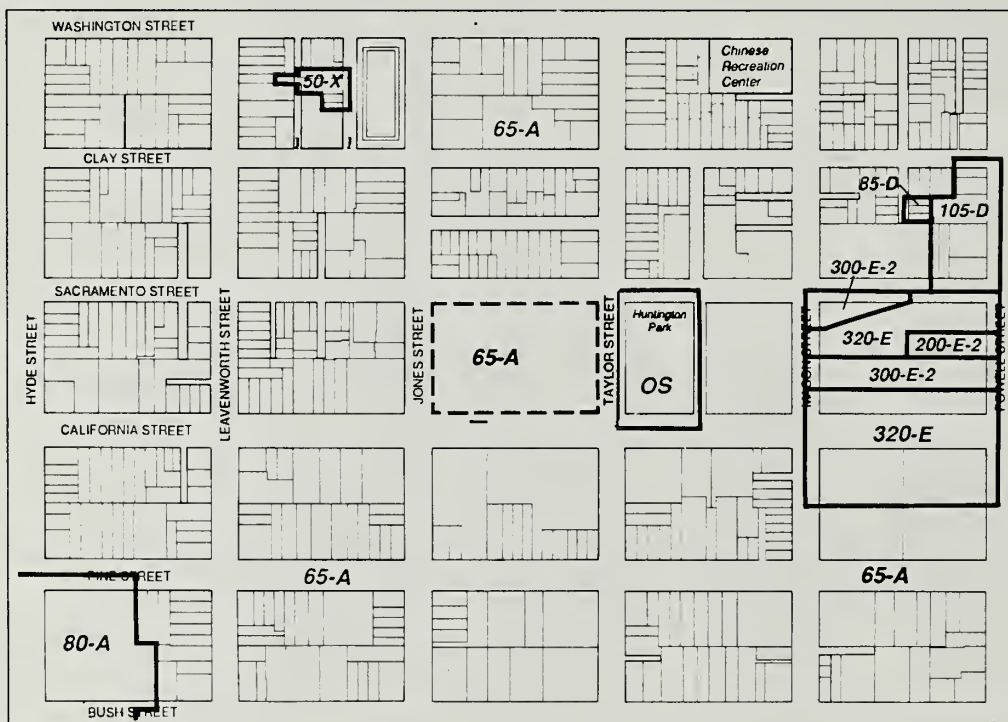


#### PLANNING CODE USE DISTRICTS

- RH-2** Residential House Districts, Two Family
- RM-3** Residential, Mixed Districts, Medium Density
- RM-4** Residential, Mixed Districts, High Density
- RC-4** Residential-Commercial Combined Districts, High Density
- NCD** Neighborhood Commercial District

**P** Public Use Districts

--- Project Site



#### HEIGHT AND BULK DISTRICTS

Numbers are height limits in feet. Letter symbols refer to bulk limits. Suffix numbers identify districts in which special regulations apply.

**OS** Open Space District

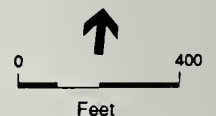
**A** Maximum plan dimensions apply above 40'

**D** Maximum Plan dimensions apply above 40'

**E** Maximum plan dimensions apply above 65'

**X** Bulk limits not applicable

--- Project Site



SOURCE: Environmental Science Associates, Inc.

Grace Cathedral

**Figure 9**  
Planning Code Use District  
and Height and Bulk District

Space District), and the area two blocks east of the project site which includes 85-D, 105-D, 200-E-2, 300-E-2, and 320-E height and bulk district designations and allow buildings up to between 85 and 320 feet in height.

## **B. ARCHITECTURAL, HISTORIC AND CULTURAL RESOURCES**

### **ARCHITECTURAL AND HISTORIC RESOURCES**

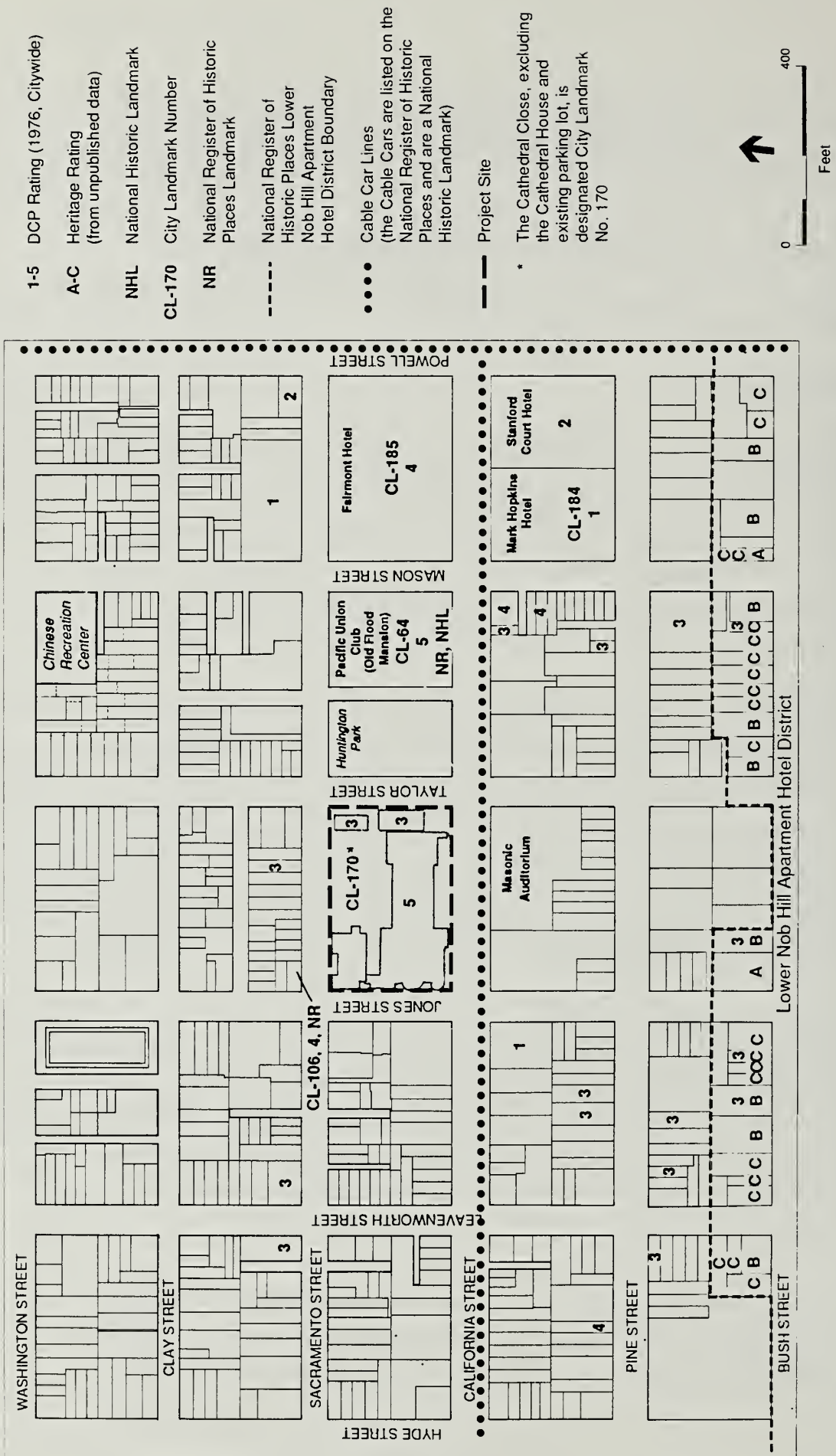
#### **Architectural Surveys**

The San Francisco Department of City Planning (DCP) conducted a citywide inventory of architecturally significant buildings in 1976. In the 1976 DCP Architectural Inventory, approximately ten percent of the City's entire stock of buildings was awarded a rating for architectural merit ranging from a low of "0" to a high of "5." The buildings that were rated from "3" to "5" represent the highest two percent of the City's entire building stock. Appendix B, pp. A.28-29, contains further explanation of the rating system used by the 1976 DCP Survey.

The Junior League of San Francisco completed a survey of historically and architecturally significant structures in San Francisco, Marin, and San Mateo counties in 1968. The Junior League survey did not assign ratings to individual buildings. The survey describes historic structures based on evaluation criteria including the structure's age, its association with an historic event or famous person, and whether it was a representative example of a particular style and/or the work of an important architect or builder. The results of the Junior League study are published in the book *Here Today*, recognized by the City as an official inventory of historic structures.

The project site is within the secondary survey area of the architectural inventory conducted by the Foundation for San Francisco's Architectural Heritage. The Heritage inventory describes buildings within primary and secondary survey areas of Nob Hill in the book *Splendid Survivors*, and assigns ratings to buildings within the primary survey area. Ratings have not yet been assigned by Heritage to structures, such as those on the Grace Cathedral property, which are within the secondary survey area.

Figure 10 identifies buildings in the project area that are listed on the National Register of Historic Places, listed as National Historic Landmarks, and/or are designated City Landmarks. Buildings listed in the Department of City Planning 1976 Architectural Inventory are also shown.



SOURCE: San Francisco Department of City Planning; Splendid Survivors; Foundation for San Francisco's Architectural Heritage; National Register of Historic Places; Environmental Science Associates, Inc.

Grace Cathedral

**Figure 10**

Architectural Resources in the Project Vicinity

Buildings in the project area that are listed on the National Register of Historic Places, listed as National Historic Landmarks, designated City Landmarks, and/or rated by the 1976 DCP Inventory, include the Chambord Apartments at 1298 Sacramento Street (National Register of Historic Places, City Landmark No. 106, DCP "4" rating, across Sacramento Street from the site); the Pacific Union Club (the old Flood Mansion) at 1000 California Street (National Register of Historic Places, National Historic Landmark, City Landmark No. 64, DCP "5" rating, one block east of the site); the Fairmont Hotel at 950 Mason Street (City Landmark No. 185, DCP "4" rating, two blocks east of the site); the Mark Hopkins Hotel at 850 Mason Street (City Landmark No. 184, DCP "1" rating, two blocks east of the site); the Stanford Court Hotel at 905 California Street (DCP "2" rating, two blocks east of the site); and various apartment buildings and townhouses in the site vicinity. The area surrounding the project site is included in the secondary survey area described in *Splendid Survivors*. The Foundation for San Francisco's Architectural Heritage has not completed ratings for buildings in this survey area. Various structures in the vicinity are also included in *Here Today*.

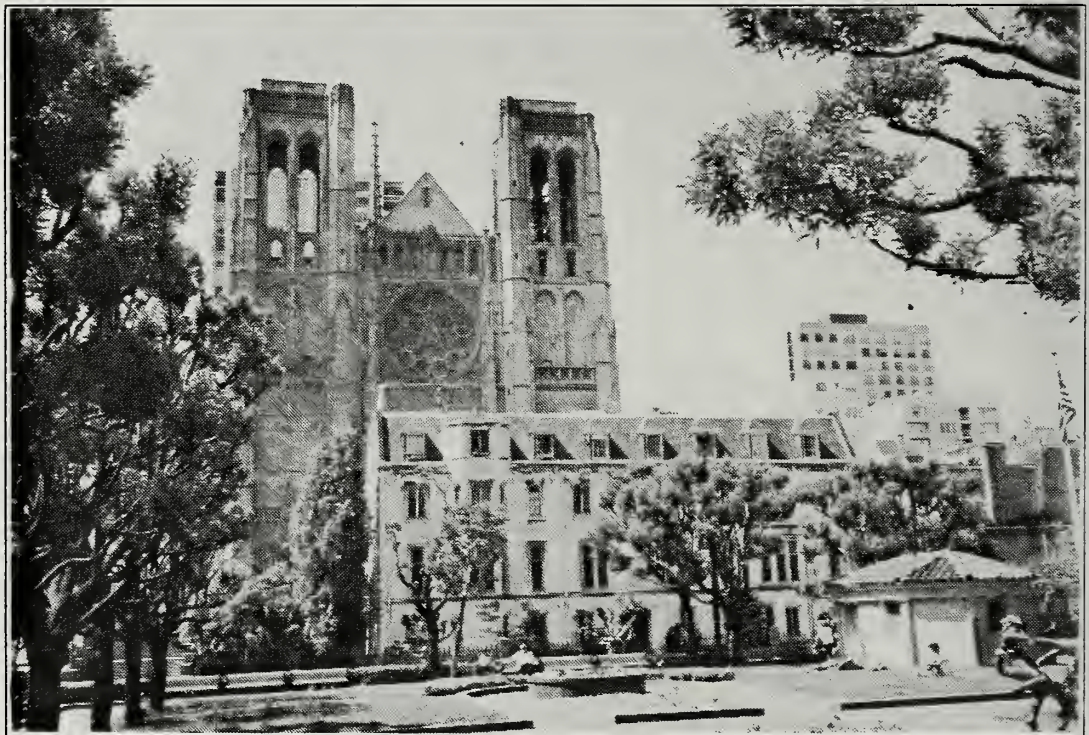
The San Francisco Cable Cars are listed on the National Register of Historic Places and are a National Historic Landmark. The California Cable Car line runs on California Street adjacent to the project site, and the Powell-Hyde and Powell-Mason Cable Car lines run on Powell Street two blocks east of the project site. The Lower Nob Hill Apartment Hotel District, listed on the National Register of Historic Places, is located about two blocks south of the site at Bush Street.

#### Project Site

The project site currently contains Grace Cathedral, the Cathedral House, the Diocesan House, the Cathedral School for Boys, a paved surface parking lot, an open paved area, and landscaping; northern and eastern boundaries of the site also contain portions of the Crocker Fence. Figures 11 through 13, pp. 36-38, are photographs of the project site. The entirety of the Cathedral Close (Grace Cathedral and the area around it), excluding the Cathedral House and existing parking lot, is designated City Landmark No. 170 and is subject to the provisions of Article 10 of the *City Planning Code*.<sup>11</sup> The Cathedral House was recommended for inclusion in City Landmark No. 170 by the City Planning Commission and the Landmarks Preservation Advisory Board; it was excluded from the final designation by the Board of Supervisors. None of the buildings on the project site have been determined eligible for listing on the National Register of Historic Places.



View of Site Looking Northwest from Taylor and California Streets

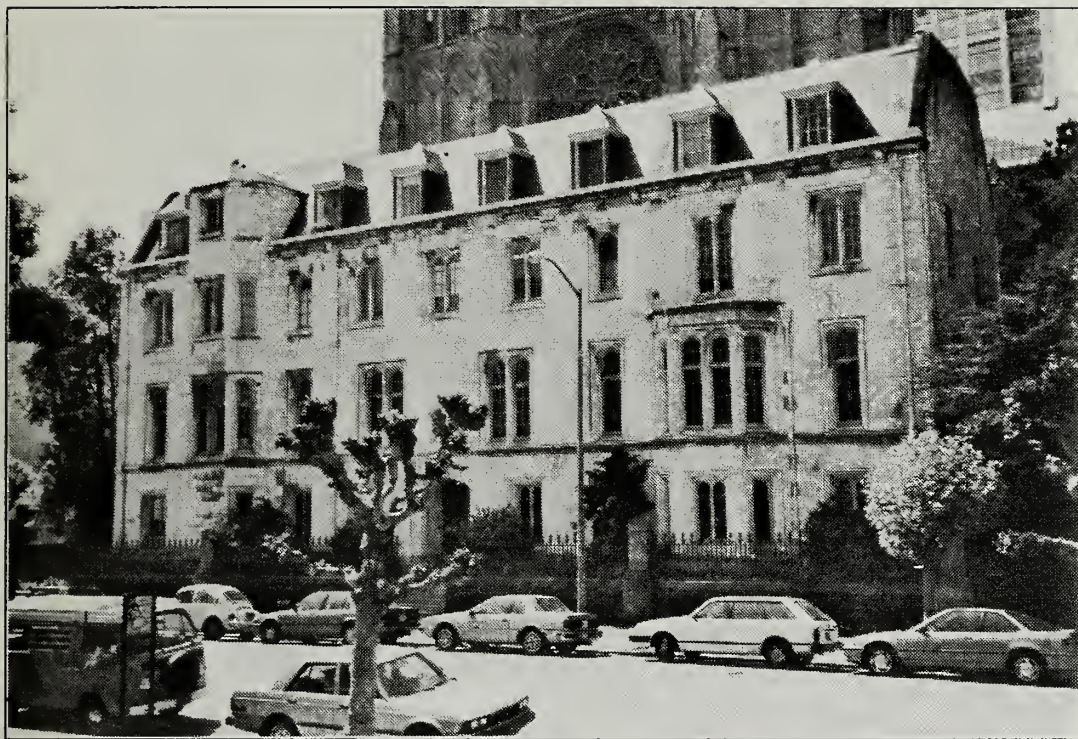


View of Site Looking West from Huntington Park

SOURCE: Environmental Science Associates, Inc.

Grace Cathedral ■

**Figure 11**  
Views of Site



View of Cathedral House (to be demolished) with portion of Crocker Fence in foreground (to be removed) from Taylor Street



View of Cathedral House (to be demolished) with portion of Crocker Fence in foreground (to be removed) along Taylor Street

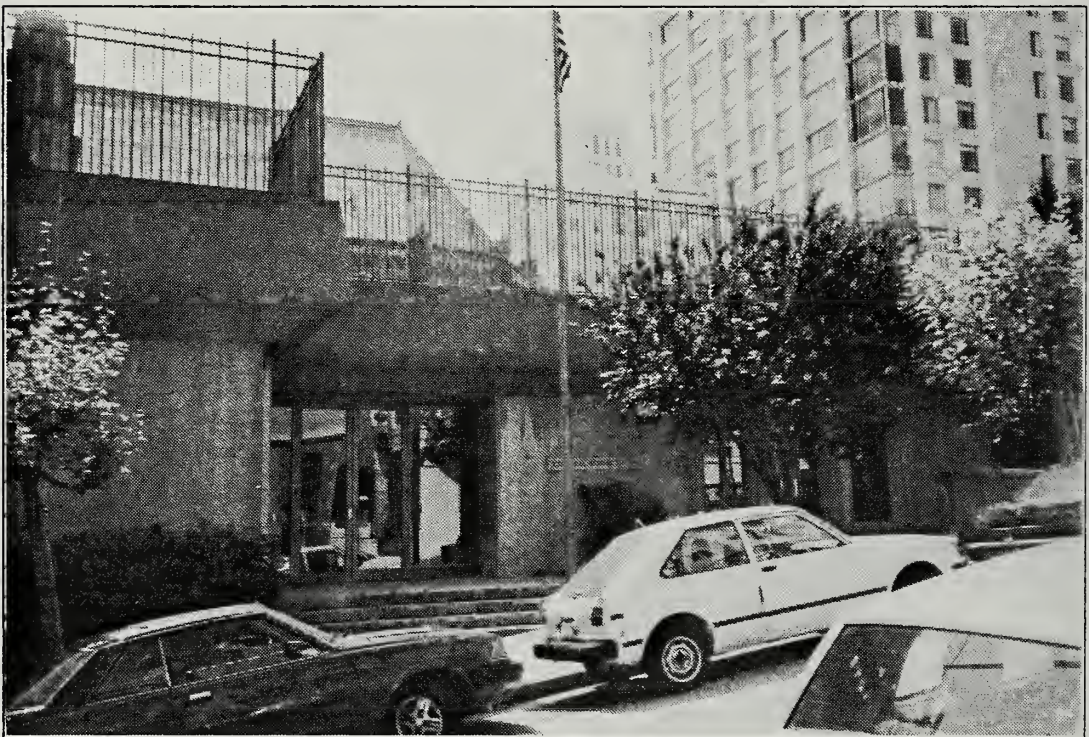
Grace Cathedral ■

## Figure 12

Views of Cathedral House (to be demolished)  
and Portion of Crocker Fence (to be removed)



View of Diocesan House (to remain) with portion of Crocker Fence (to remain) from Taylor Street near Sacramento Street



View of Cathedral School for Boys (to remain) from Sacramento Street

SOURCE: Environmental Science Associates, Inc.

Grace Cathedral ■

**Figure 13**  
Views of Diocesan House (to remain) and  
Cathedral School for Boys (to remain)

The Grace Cathedral site was previously occupied by the Charles Crocker mansion, built in 1877. The Second Empire style mansion and its outbuildings and stable for a time occupied the entire block bounded by Taylor, California, Jones, and Sacramento Streets near the summit of Nob Hill. The property was bounded on the north, east, and south by a large-scale masonry and wrought-iron fence, portions of which remain today. In 1888, Crocker's son, William H. Crocker, built a Queen Anne-style mansion immediately to the west of his father's house. Both mansions became the center of Nob Hill society during the late 19th century. In 1906, all structures on the site, with the exception of the Crocker Fence, were destroyed by the fire which followed the earthquake./2/

The Crocker Fence, circa 1877, is the oldest feature included in City Landmark No. 170 and, as noted above, is the only structure on the Grace Cathedral property which pre-dates the earthquake and fire of 1906. The Crocker Fence originally surrounded nearly the entire block, except for the northwest portion where the Cathedral School is now located. The fence was originally about 1,150 feet long. Approximately 490 linear feet remain. The surviving portions of the original Crocker Fence and Carriage Gate are located on the eastern (Taylor Street) and northern (Sacramento Street) boundaries of the site. The fence is composed of a basalt and granite base topped by a wrought-iron fence interspersed by granite pylons. The fence averages nine feet in height along Taylor Street; the carriage gate pylons and lampstands along Sacramento Street average thirteen feet in height./2/ The Crocker Fence is shown in its original context around the Crocker Mansion in Figure 14.

The Crocker Fence is significant because of its association with the Crocker Mansion, and because of its value as an example of Victorian masonry and iron-work construction, circa 1877./2/ The surviving fence includes the original rear carriage gateway from Sacramento Street to the Crocker Mansion. Portions of the fence along Taylor Street were removed to accommodate the entrances to the Cathedral House (in 1911) and the Diocesan House (in 1935). Over the years, pieces of the existing iron fence have broken off. The fence was not rated in the 1976 DCP inventory nor described in *Here Today*.

The Crocker Family donated the site to the Episcopal Diocese of California in 1907. A cathedral design prepared by English architect George F. Bodley in 1907 envisioned the cathedral flanking Jones Street with its main facade and entrance facing California Street. The cornerstone for this design was laid in 1910 and retaining/foundation walls were constructed on the northern portion of the site. On the death of Bodley, Lewis P. Hobart, a San Francisco architect, took over the project and revised the design for the Cathedral Close. Hobart's revised plans, completed in



SOURCE: Victorian Classics of San Francisco, Windgate Press, 1987

Grace Cathedral ■

**Figure 14**

Pre-1906 View of Crocker Mansion and  
Crocker Fence from California and Taylor Streets

1926, changed the position of the cathedral to flank California Street, with the main entrance facing Taylor Street. As part of this proposal, Hobart envisioned the eventual removal of the Cathedral House and a portion of the Crocker Fence and the construction of a staircase leading from Taylor Street to the main entrance of the Cathedral. Construction of the cathedral began in 1928 and was not completed until 1964. The Cathedral House partially blocks the eastern approach to the main cathedral entrance./2/ Bronze doors, which are one of about five casts from the molds of the doors originally cast in Italy by Renaissance artist Lorenzo Ghiberti in the 1400's, were installed at the main entrance to the Cathedral in 1964./3/

Grace Cathedral is the third largest Episcopal cathedral in the United States. The architectural style of the cathedral is Gothic with some French and Spanish influence, while the dominant materials are concrete and steel with some cut stone. The Cathedral is included in City Landmark No. 170, and rated "5" in the 1976 DCP Inventory. *Here Today* notes that the Cathedral is an example of reinforced-concrete Gothic construction./4/

The four-story Cathedral House (Gibbs Hall) facing Taylor Street was built in 1912 in conformance with the 1907 Bodley plan, and was designed by Lewis Hobart, architect of many public buildings and private homes in the Bay Area. The Cathedral House was the first structure to be built on the site after the 1906 earthquake and fire. The Cathedral House was constructed as a seminary building, and was sited consistent with the Bodley plan that would have placed the main Cathedral facade on California Street. This Tudor-Revival style building is faced with cut limestone on its east and west sides and brick on its north and south sides; the roof is covered with slate tiles. The Cathedral House was originally designed to house the Church Divinity School of the Pacific Seminary, and has since served as a residence for various diocesan clergy. It is currently used as the cathedral office building and as a residence for two cathedral employees./2/

The facade and decorative elements of the Cathedral House are composed of limestone blocks. In the years since the construction of the Cathedral House, the limestone has deteriorated and is spalling (chipping off). A structural evaluation of the Cathedral House conducted in 1984 noted that the structure would be subject to damage and distress in a major earthquake./5/ The Cathedral House is not included in City Landmark No. 170; it was rated "3" in the 1976 DCP Inventory. *Here Today* praises the use of materials in the Cathedral House, and notes that the structure would probably be removed to reveal the main Cathedral facade.

The two-story Diocesan House, also designed by Lewis Hobart, faces Taylor Street immediately north of the Cathedral House, and was built in 1935. The Gothic-style building is constructed of reinforced concrete and has a slate tile roof. The Diocesan House serves as the headquarters of the Episcopal Church in the San Francisco Bay Area and contains the bishop's office and other administrative offices./2/ The Diocesan House is included in City Landmark No. 170, and was rated "3" in the 1976 DCP Inventory. The Diocesan House is not described in *Here Today*.

The two-story Cathedral School for Boys is located at the corner of Sacramento and Jones Streets. Completed in 1966, the building is a modern-style structure designed by George Rockrise and William J. Watson. The concrete building is set into the topography of the site and has a rooftop playground. The Cathedral School for Boys, founded in 1957, is the first Episcopal cathedral boys' school west of Washington, D.C., and the third in the United States./2/ The Cathedral School for Boys is included in City Landmark No. 170. The building was not rated in the 1976 DCP Inventory nor described in *Here Today*.

#### CULTURAL RESOURCES

In its natural condition, the proposed project site was situated near the peak of Nob Hill, and supported vegetation such as grasses, scrub brush, and occasional stands of oak trees. There is no archival record of Native American habitation or prehistoric cultural resources at the site. There is also no evidence that the proposed project site was occupied during the Spanish, Mexican, or the early American Periods (1776-1848)./6/

The first documented reference to the Grace Cathedral site is from 1849, when the site (i.e. the block bounded by California, Sacramento, Taylor, and Jones Streets) was divided into six lots and sold to private investors. The 1852 U.S. Coast and Geodetic Survey Map of San Francisco indicates that no development had taken place by the middle of 1851. Despite lack of documentation, some cultural activity could have occurred in the area during the early years of the Gold Rush. From 1852 onward, the Nob Hill area developed rapidly and by 1857 the Grace Cathedral site was occupied by approximately 15 unidentified structures, apparently modest cottages. While some cutting and filling may have taken place in the 1850s to 1860s to bring the project area into conformance with the official City grade system, no notable alteration to the original topography took place.

In the early 1870's, Nob Hill became the site of mansions belonging to some of the City's wealthiest citizens. The Grace Cathedral property was the location of the residence of railroad

magnate, Charles Crocker. Crocker purchased twelve small homes to acquire the lots needed to build his mansion, which was completed in 1876. One owner of a lot near the corner of Sacramento and Taylor Streets was a local Chinese undertaker named Yung, who refused to sell. Crocker constructed a 40-foot-high "spite fence" around three sides of Yung's house, to eliminate his views. Yung agreed to sell years later, and his house and the fence were demolished. Additional structures on the Grace Cathedral property around the turn of the century included the Crocker outhouse, greenhouse, an unidentified two-story structure, and a dwelling belonging to William and Ethel Crocker.

Structures on Nob Hill were destroyed in the second day of the fire which followed the earthquake of 1906. All structures on the site were destroyed except for portions of the fence around the property including those which survive in the original location. After the fire, Charles Crocker's heirs bequeathed the vacant property to Grace Church, formerly near the intersection of California and Stockton Streets. From this time onward, buildings on the Grace Cathedral site evolved to their current configuration.

#### NOTES - Architectural, Historic and Cultural Resources

- /1/ The precise location, boundaries, and characteristics of the Cathedral Close are described in City Planning Case File No. 83.560L (the landmark designation report). In general, a "close" is defined as "an enclosed space around or at the side of a building; especially the neighborhood of a cathedral." (Cyrill Harris, ed., Illustrated Dictionary of Historic Architecture, Dover Publications, New York, 1983, p. 122. Originally published in 1977 by McGraw-Hill Book Company as Historic Architectural Sourcebook.)
- /2/ This discussion is based in part on *Supplemental Information Prepared by Grace Cathedral Archivist Michael D. Lampen*, on file and available for review at the Department of City Planning, 450 McAllister Street, San Francisco.
- /3/ Michael D. Lampen, *The Gates of Paradise*, 1991. The original doors hang on the Cathedral Baptistry of St. John in Florence.
- /4/ Junior League of San Francisco, *Here Today*, San Francisco's Architectural Heritage, Chronicle Books, San Francisco, 1968.
- /5/ H. J. Degenkolb Associates, Engineers, letter to Grace Cathedral Corporation, August 30, 1984.
- /6/ Archaeological information in this section is from Allen G. Pastron, Ph.D., President, Archeo-Tec, *Cultural Resources Evaluation of the Grace Cathedral Project, San Francisco, CA, October 1991*. A copy of this report is on file at the Department of City Planning, 450 McAllister Street, San Francisco.

### C. URBAN DESIGN AND VISUAL QUALITY

The project site contains four structures: Grace Cathedral (on the southern portion of the site), the Cathedral House (on the east side of the site), the Diocesan House (on the northeast corner of the site), and the Cathedral School for Boys (on the northwest corner of the site) (see Figures 11 through 13, pp. 36-38). The project site contains a paved open space area to the east of the Cathedral, between the Cathedral and the Cathedral House. A staircase from the corner of Taylor and California Streets leads to that open space area, the Cathedral, and the Cathedral House. The site also contains a paved surface parking lot and the northern and eastern boundaries of the site are partially fenced by portions of the original fence and gate of the Crocker Mansion. The mansion itself was destroyed in the 1906 earthquake and fire.

The Cathedral, Diocesan House, and Cathedral House form a group of period-revival buildings on the project site. The Cathedral is a relatively large-scale presence in the site vicinity, compared with the overall scale of surrounding development. Grace Cathedral, Huntington Park to the east of the project site, and nearby buildings such as the Pacific Union Club, Fairmont Hotel and Mark Hopkins Hotel further east of the site, contribute to the unique visual character of the summit of Nob Hill.

The neighborhood surrounding Grace Cathedral is characterized by a mixture of building types and styles dating from the late 19th century to the present. To the east of the Cathedral, across Huntington Park, is the three-story, dark-colored Beaux-Art style Pacific Union Club, which was built in 1886 and is set back from the surrounding streets on all four sides. The light-toned Renaissance-Revival style Fairmont Hotel, which was built in 1906, lies further to the east across Mason Street. To the south of the Fairmont, across California Street, is the Mark Hopkins Hotel, which was built in 1927. To the south of the Cathedral, across California Street, is the modern Masonic Memorial Temple (Masonic Auditorium) building. The remaining area surrounding the Cathedral site is occupied by a mixture of small residential buildings and large apartment buildings and several parking garages, built to property lines and ranging in height from three to twenty or more stories. The architectural styles of these apartment buildings range from French Second Empire and Art Deco to the International style. Most of the smaller apartment buildings are typical San Francisco structures built during the early 20th century and are characterized by bay windows, pitched or flat roofs, and wood, stucco, or brick exteriors. Most of the high-rise apartment buildings along California, Jones, and Sacramento Streets are in the modern

International style, with a few older high-rise apartment buildings in French Baroque and Art Deco styles.

The primary public views currently available in the vicinity of the project site include views of the City and the Bay in several directions, from public streets near the site. The heights of surrounding buildings limit views outside of these streets. Grace Cathedral, the Cathedral House and Diocesan House are visible from Huntington Park, across Taylor Street to the east of the site. Structures on the project site are also visible from residential development immediately adjacent to the site, on the north and west. The Cathedral is a visual landmark in longer-range views.

#### D. SHADOW

Existing buildings on the project site and other buildings in the surrounding area cast shadows on streets, sidewalks, and parks in the project vicinity. Existing and project-related shadow patterns for various times of the day and year are discussed in detail in Chapter IV, Environmental Impacts, pp. 54 to 66.

#### E. TRANSPORTATION

The Grace Cathedral site is served principally by local and transit preferential streets. Access to the existing on-site parking lot is from Sacramento Street. In the vicinity of the project site, California, Sacramento, Clay, Washington, Powell and Hyde (north of California Street) are designated in the *San Francisco Master Plan* as Transit Preferential Streets, on which priority is given to transit vehicles over autos during commute and business hours on weekdays. Pine and Bush Streets are designated as Major Thoroughfares ("Primary Vehicular Streets" in the *Downtown Plan*, an area plan of the *Master Plan*) which are defined as "cross-town thoroughfares whose primary function is to link districts within the City and to distribute traffic from and to the freeways."/1/

#### ROADWAY NETWORK

Bordering the site, California Street is a four-lane, two-way street, running east/west with two lanes in each direction. Sacramento Street is a one-lane, one-way street running in the westbound direction. Taylor Street is a two-lane, two-way north/south street north of California Street; south of California Street, Taylor Street becomes a two-lane, one-way northbound street. Jones Street is a two-lane, two-way north/south street north of California Street; it is a two-lane,

one-way southbound street south of California Street. See Figure 21, p. 70, for the street network within a two-block area of Grace Cathedral.

Freeway access from the East Bay is provided by the Bay Bridge via a number of alternative routes including the Fremont Street exit to Fremont Street, which becomes Front Street north of Market Street, to California Street to Grace Cathedral. The Bay Bridge may be reached via California Street to Battery Street to the First Street on-ramp. Freeway access from the Peninsula is provided also via numerous routes including U.S. 101 to the Mission/Van Ness exit, to Van Ness Avenue north, to California Street. Access to the Peninsula may be reached via California Street to Van Ness Avenue to the U.S. 101 on-ramp. Freeway access to and from the North Bay is via the Golden Gate Bridge and Doyle Drive, Richardson/Lombard, and Van Ness Avenue to California Street.

#### TRANSIT SERVICE

Grace Cathedral is served directly by MUNI bus and cable car lines. Other transit services are available via a connecting MUNI line. There are two MUNI bus routes (1-California and 27-Bryant) that have bus stops within two blocks of the site. Other MUNI Express buses (1X, 31X, and 38X) run on Bush and Pine Streets, but do not stop in the immediate vicinity of the project. There are three cable car lines with stops within the two block area of the Cathedral (California, Powell-Hyde and Powell-Mason). The California cable car has a stop at the intersection of California and Taylor Streets. Figure 21 on p. 70 shows the transit routes in the project area.

The 1-California bus operates between Drumm Street and Geary Boulevard (at 33rd Avenue); the 27-Bryant bus operates between Army/Mission Streets and Van Ness Avenue/Jackson Street; the California cable car operates on California Street between Market Street and Van Ness Avenue; the Powell-Hyde and Powell-Mason cable cars operate between Market/Powell Streets and Fisherman's Wharf at Beach Street and Bay Street, respectively.

Regional transit service to and from the Cathedral area from the East Bay is provided by BART by transferring from BART to MUNI's Powell Street Cable Car at the Powell Street BART Station or the California Cable Car at the Embarcadero BART Station at Market Street. Transit access to the North Bay is provided via a transfer from Golden Gate Transit Bus at the California Street/Van Ness Avenue intersection to the California Street Cable Car. Transit service from the Peninsula is more circuitous with access provided by either CalTrain to 4th/Townsend Street,

transferring to MUNI's 42-Downtown Loop route and then another transfer to the 1-California route on Battery Street in the Financial District; via SamTrans bus to the Daly City BART station, then transfer to MUNI's Powell Street Cable Car line at the Powell Street BART Station; or via SamTrans to the Transbay Terminal, then a walk to the California cable car at Market/California Street.

## PARKING

Grace Cathedral currently has a 65-space surface parking lot, with access via a one-lane driveway on Sacramento Street. An inventory of existing on-street parking supply within two blocks of Grace Cathedral indicates a total of about 1,514 legal parking spaces on weekday evenings and about 1,490 legal parking spaces on Sunday morning. There are 24 fewer spaces on Sunday mornings than weekday evenings because of different parking regulations on Sunday. An inventory of public off-street parking facilities in this same two-block area indicates that there are 930 off-street stalls, on weekday evenings and on Sunday mornings./2/

On a typical Tuesday evening, the evening that Cathedral facilities consistently are used by the largest number of people, the on-street parking space occupancy rate in the study area was found to be about 101 percent. The 65-space Grace Cathedral parking lot was observed on the same evening to be about 109 percent occupied. Off-street parking occupancy during the weekday evening surveyed was about half full, with about 460 available spaces. On a typical Sunday morning during Cathedral services, on-street parking space occupancy was found to be about 99 percent. The 65-space Grace Cathedral parking lot was observed to be 100 percent occupied on Sunday morning. Public off-street parking spaces within the study area had an occupancy rate of about 47 percent, leaving about 490 public off-street spaces available for use./3/

## PASSENGER LOADING ZONES

Observations were made on Tuesday, April 7, 1992, between 4:30 p.m. and 5:30 p.m. and between 7:00 p.m. and 9:00 p.m. of the two passenger loading zones in the vicinity of Grace Cathedral. One zone is on Jones Street, fronting the School for Boys entrance. This passenger loading zone contains three parking spaces. No conflicts with street traffic were observed./4/ This zone is primarily used to drop off and pick-up children at the school. According to the school staff, approximately 50 vehicle dropoffs, representing approximately 100 students and 100 vehicle trip ends (vte), occur in the morning between 7:45 a.m. and 8:15 a.m. Students are later picked up between 2:15 p.m. and 3:30 p.m.; fewer are picked up than dropped off because

some students remain at school at the school's childcare center to be picked up later./5/ School staff indicated that on a typical school day, the operation of the passenger loading zone works efficiently and creates no conflicts with traffic on Jones Street./6/ The second passenger loading zone is on the south side of California Street, at the Masonic Parking Garage, directly across the street from the main Cathedral building. This zone contains eight parking spaces. It was also observed that, although the spaces are designated loading zones, most of these spaces were occupied by illegally parked cars./4/

#### PEDESTRIAN MOVEMENTS

During the weekdays, primary pedestrian routes to the Cathedral and Cathedral House are California Street and Taylor Street near its intersection with California Street. The main entrances to the Cathedral are at its east side, and the main entrances to the Cathedral House are at its west side facing the Cathedral and at 1011 Taylor Street at its east side. The main entrance for the School for Boys fronts Sacramento Street. The main entrance to the Diocesan House is located at 1215 Taylor Street and the main pedestrian route to this building is via Sacramento Street./5/

During the weekday evening, pedestrian routes vary. Access to the Cathedral is at the side entrances at 1132 California Street and at doors facing the existing parking lot. Entrances to the other buildings on the site remain as noted above./5/

On Sunday mornings, access to the Cathedral includes the main entrances facing Taylor Street and two side entrances on California Street. Access to the Cathedral House and Diocesan House remain the same as during the week. The School for Boys is closed on Sundays, so no entrances or pedestrian routes were identified./5/

Observations made at the California/Taylor Street intersection indicate that pedestrians most frequently use the crosswalk on the north side of California Street, crossing Taylor Street, and few conflicts with motorists were observed./4/

#### NOTES - Transportation

/1/ San Francisco Department of City Planning, *Transportation, an Element of the Master Plan*, June 1982 (as amended).

/2/ Inventories of public on-street and off-street parking spaces were conducted by Environmental Science Associates, Inc. on December 12, 13, and 15, 1991. Results are

summarized and tabulated and are available for public review in the project case file at the Department of City Planning, 450 McAllister Street, San Francisco.

- /3/ Surveys of on-street and off-street parking occupancy were conducted by Environmental Science Associates, Inc. on Sunday morning, December 15, 1991 between 8:00 a.m. and 12:00 noon and Tuesday evening, December 17, 1991 between 7:00 p.m. and 9:00 p.m. Results are summarized and tabulated and are available for public review in the project case file at the Department of City Planning, 450 McAllister Street, San Francisco.
- /4/ One-hour traffic observations were made by Environmental Science Associates on Sunday morning, April 5, 1992 between 9:00 a.m. and 11 a.m.; Tuesday afternoon, April 7, 1992 between 4:30 p.m. and 5:30 p.m.; and Tuesday evening, April 7, 1992 between 7:00 p.m. and 9:00 p.m. at California/Taylor, California/Jones, Sacramento/Taylor, and Sacramento/Jones Street intersections.
- /5/ Information provided by Grace Cathedral, letter, April 9, 1992 from Sarah Rockwell, attorney for Grace Cathedral, to Environmental Science Associates, Inc. Actual pedestrian counts were not taken.
- /6/ Rev. Malcolm H. Manson, Canon Headmaster of the Cathedral School for Boys, telephone conversation, June 5, 1992 and June 29, 1992.

## IV. ENVIRONMENTAL IMPACTS

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An application for environmental evaluation of the project was filed on March 18, 1991. On January 9, 1992, on the basis of an Initial Study, the Department of City Planning, Office of Environmental Review, determined that an Environmental Impact Report (EIR) was required. Issues determined as a result of the Initial Study to require no further environmental analysis included: Land Use, Views, Glare, Population / Housing / Employment, Noise, Air Quality, Utilities / Public Services, Biology, Geology / Topography, Water Quality, Energy / Natural Resources, and Hazards. Therefore, this document does not discuss these topics (see Appendix A, pp. A.1-27, for the Initial Study). A discussion of Land Use setting and Urban Design are included in the EIR to provide an informational context for better understanding of impacts of the project.

### A. ARCHITECTURAL, HISTORIC AND CULTURAL RESOURCES

#### ARCHITECTURAL AND HISTORIC RESOURCES

The entirety of the Cathedral Close (Grace Cathedral and the area around it), excluding the Cathedral House and the existing parking lot, is designated City Landmark No. 170. Grace Cathedral received the highest rating of "5" in the 1976 Department of City Planning (DCP) Architectural Inventory. Both the Cathedral House and the Diocesan House were rated "3" in the DCP Inventory. Neither the Cathedral School for Boys building nor the Crocker Fence were rated by this inventory. The Cathedral and Cathedral House are identified in the book *Here Today*. These structures, the DCP Inventory, and *Here Today* are described in detail in Chapter III, Environmental Setting, pp. 33-43. The project site is within the secondary survey area of the architectural inventory conducted by the Foundation for San Francisco's Architectural Heritage. The Heritage inventory is described in the book *Splendid Survivors*. Heritage has not completed ratings for buildings which are within the secondary survey area.

The proposed project would remove approximately 130 linear feet of the Crocker Fence that partially surrounds the Cathedral property, demolish the existing Cathedral House and the existing stairs to the Cathedral, eliminate the courtyard between the Cathedral and Cathedral House, and eliminate the 65-space surface parking lot. The project would include construction of

a three-story Chapter House and landscaped courtyard to the north of the Cathedral, a four-story addition to the east side of the Cathedral School for Boys, a one-story addition to the School's north side, and a new grand staircase from Taylor Street to the main doors of the Cathedral. The existing Diocesan House and Cathedral itself would remain unchanged.

The Crocker Fence is included in City Landmark No. 170. It is not rated by the 1976 DCP Inventory, and is not mentioned in *Here Today*. The Crocker Fence originally surrounded nearly the entire block, except for the northwest portion where the Cathedral School for Boys is now located. The fence was originally approximately 1,150 feet long. Approximately 490 linear feet remain. To accommodate the proposed new staircase to the main Cathedral entrance and the entrance to the subsurface parking garage, approximately 130 linear feet of the Crocker Fence (about 10 percent of the original length of the fence and about 30 percent of the surviving length of the fence) would be removed from the Taylor Street frontage of the site. Approximately 90 linear feet of the removed fence would be relocated to the northern side of the Cathedral, at the south side of the proposed landscaped courtyard. The remaining 40 linear feet of the removed fence would consist of individual segments of relatively short lengths; there are currently no plans to relocate or reuse these segments on the site. The portion of the Crocker Fence that would be removed is shown on Figure 2, p. 17; the area to which part of the removed fence would be relocated to is shown in plan view on Figure 3, p. 18. Removal of a portion of the fence would significantly impact the Landmark Cathedral Close. While a portion of the removed fence would be relocated to the proposed courtyard at the interior of the site, relocation of the fence to that area would not preserve the fence in its original location as a marker of the Crocker Mansion.

The Cathedral House was rated "3" in the 1976 DCP Inventory. The Cathedral House is not included in City Landmark No. 170. The Cathedral House would be demolished to allow construction of the new staircase and garage/under-stair area.

Proposed alterations to the Cathedral Close, including the removal of the Cathedral House, a Tudor-Revival style structure, and the construction of the Chapter House and school additions, which would be designed in a Gothic-Revival style similar to the style of the existing Diocesan House, would change the overall configuration of the Close. The complete front facade and main doors of Grace Cathedral would be visible along Taylor Street and from Huntington Park across Taylor Street from the site and other near views. The new Chapter House and existing Diocesan House would form a Gothic Revival-style foreground along Sacramento Street for the Cathedral, in place of the existing surface parking lot on the site.

As noted in Chapter III, Environmental Setting, the Cathedral House was completed in 1912 in accordance with Bodley's 1907 plan for the Cathedral Close which envisioned the main entrance of the Cathedral facing California Street with the Cathedral House alongside. Subsequent plans for the cathedral property, completed in 1926 by Lewis Hobart, reoriented the Cathedral to face Taylor Street, and assumed the demolition of the Cathedral House to make way for a staircase to the Cathedral's main entrance. The completion of the 1926 plan by Lewis Hobart would also require the removal of a portion of the Crocker Fence along Taylor Street, as noted above.

While the combined effects of the components of the project other than removal of the fence (demolition of the Cathedral House, construction of a new staircase, construction of the Chapter House, additions to the Cathedral School for Boys, creation of new open space and subsurface parking and meeting rooms) would impact architectural and historic resources, these impacts, in light of the above discussion, would not be considered significant environmental impacts.

#### CULTURAL RESOURCES

An archaeological study was prepared for the project site and is on file at the Department of City Planning./1/

The proposed project would involve excavation to a depth of around 30 feet at the location of the new garage, and would also result in site disturbance related to additional construction and demolition activities. Areas of the site have been disturbed by construction activities in the past, including activities associated with the Crocker Mansion and auxiliary structures, and the existing buildings on the site. Some limited areas and some lower depths may have remained undisturbed by these activities.

The archival research conducted for the project site shows no record of Native American habitation or prehistoric cultural resources at the site, although the absence of documentation does not eliminate the possibility that prehistoric remains might be located in the area. Past experience indicates that the depth of the proposed excavation decreases the reliability of existing methods used to predict the presence of archaeological resources. The presence of deeply buried prehistoric deposits in the intensively developed South of Market area suggests that other, unrecorded archaeological deposits of similar, or even earlier age, may exist in various places throughout San Francisco. The amount of excavation proposed, in terms of depth and area, also increases the likelihood that the project could adversely impact archaeological resources, should they exist on the site.

Regarding the potential for historic artifacts, dwellings from the Gold Rush era may have been located on the site. Any subsurface features excavated during that period, such as privies, trash pits, and perhaps wells, may still exist within the confines of the project site, and might be encountered during excavation for the project. In addition, there is a possibility that later nineteenth century cultural resources associated with the cottages of the late 1850s, and with the Crocker Mansion would be encountered on the site.

#### NOTE - Architectural, Historic and Cultural Resources

/1/ Allen G. Pastron, Ph.D., President, Archeo-Tec, *Cultural Resources Evaluation of the Grace Cathedral Project, San Francisco, CA, October 1991*. A copy of this report is on file at the Department of City Planning, 450 McAllister Street, San Francisco.

#### **B. URBAN DESIGN AND VISUAL QUALITY**

The project would include the construction of a three-story Chapter House, a four-story addition to the east side of the Cathedral School for Boys, a one-story addition to the School's north side, and a new staircase from Taylor Street to the main doors of the Cathedral. The project would also include the construction of a landscaped courtyard to the north of the Cathedral, above a subsurface parking garage.

The proposed project would include the demolition of the existing Cathedral House and the existing stairs to the Cathedral, elimination of the 65-space surface parking lot, removal of a portion of the Crocker Fence along Taylor Street, and the removal of the existing paved open space area between the Cathedral and the Cathedral House, as well as some landscaping. Approximately 130 linear feet of the 490-foot-long Crocker Fence would be removed from the Taylor Street frontage of the site to accommodate the project. Approximately 90 linear feet of the removed fence would be relocated to the center of the site at the northern side of the Cathedral, on the south side of the proposed landscaped courtyard. The fence would be incorporated as a design feature of the courtyard.

Access for on-site parking would be relocated to Taylor Street from its present location on Sacramento Street. The existing Diocesan House and Cathedral itself would remain unchanged.

The Chapter House, which would front Sacramento Street, would be designed in a Gothic-Revival style similar to the style of the existing Diocesan House. The Chapter House would have walls of cast-in-place concrete, and a slate tile roof in a color intended to blend with the

slate tile roof of the Diocesan House. The proposed four-story additions to the Cathedral School for Boys would be designed in the same architectural style as the proposed Chapter House, and would also have walls of cast-in-place concrete with a slate tile roof in a color intended to blend with that of the Diocesan House. The Chapter House and the additions to the Cathedral School for Boys are intended to be compatible with existing structures on the site and similar in scale to existing structures on the site and to structures across Sacramento Street from the project site.

The project would change the configuration of the existing Cathedral Close. The Cathedral House would not occupy the foreground of the site on Taylor Street. The complete front facade and main doors of Grace Cathedral would be newly visible along Taylor Street, and from Huntington Park across Taylor Street from the site. Views from Huntington Park would incorporate the Cathedral on the left, the new staircase, the entrance to the gift shop and crypt-level meeting spaces, the driveway to the parking garage, and the existing Diocesan House. The Chapter House, Diocesan House, and additions to the Cathedral School would form a Gothic-Revival-style foreground along Sacramento Street for the Cathedral, in place of the existing surface parking lot on the site, would block some views of the cathedral from the north, and change the visual character of Sacramento Street. The Chapter House and proposed landscaped courtyard would replace the existing surface parking lot and some landscaping, and the existing open space area would be replaced by the proposed stairway to the main Cathedral entrance.

### C. SHADOW

Open space in the project vicinity includes Huntington Park, immediately east of the project site across Taylor Street; the Chinese Recreation Center, northeast of the project site at the intersection of Mason and Washington Streets; and the landscaped area at the California Street frontage of the Pacific Union Club between Mason and Cushman Streets. Proposed publicly-accessible private open space includes the landscaped courtyard proposed for the project site (see Figure 3, p. 18). Open spaces in the vicinity of the project that are protected by Proposition K, the Sunlight Ordinance (Section 295 of the *City Planning Code*), include Huntington Park and the Chinese Recreation Center. Because structures proposed as part of the project would not exceed 40 feet in height, the requirements of Section 295 would not apply to the proposed project. The shadow impacts of the project on these open spaces are reported, however, for informational purposes.

Shadow patterns for existing buildings on site and in the project area (including the Cathedral House, proposed for removal) and for the project are shown for 10:00 a.m., noon and 3:00 p.m.

for the four seasons: during the winter and summer solstices when the sun is at its lowest and highest (December 21 and June 21, respectively), and during the spring and fall equinoxes when the sun is at its midpoint (March 21 and September 21, respectively; see Figures 15 to 18 on pp. 56-59. Conditions from June 21 through December 21 closely mirror the conditions from December 21 through June 21 (using solar time). The analysis includes shadows cast on streets, sidewalks, pedestrian areas, and open spaces in the area potentially affected by the project.

##### DECEMBER 21 (PST)

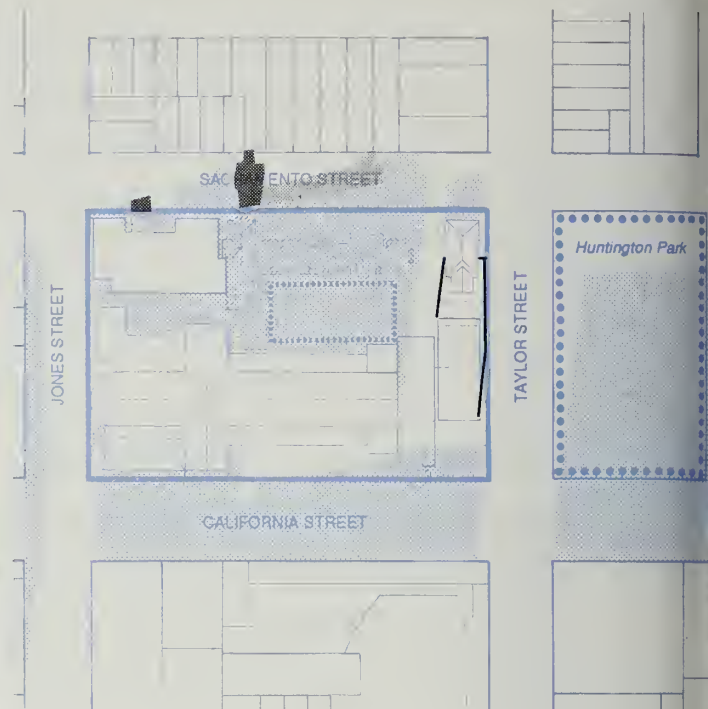
At 10:00 a.m. Pacific Standard Time (PST) on December 21 (see Figure 15, p. 56), the proposed Chapter House would add shadow to Sacramento Street west of Taylor Street, including approximately 50 feet of the north sidewalk, and approximately 60 feet of the south sidewalk. At noon, the Chapter House would add shadow to Sacramento Street west of Taylor Street, including approximately 20 feet of the north sidewalk. At 3:00 p.m., shadow from the Chapter House would be within shadows from existing buildings and there would be no new shadow.

The eastern addition to the Cathedral School for Boys would shade Sacramento Street east of Jones Street at 10:00 a.m., including approximately 40 feet of the north sidewalk; shadow from the northern addition would be within existing shadow from the Cathedral. At noon, the eastern addition would shade a portion of Sacramento Street between Taylor and Jones Streets, including approximately 10 feet of the north sidewalk and approximately 20 feet of the south sidewalk; the northern addition would shade approximately 30 feet of the south sidewalk of Sacramento Street just east of Jones Street. At 3:00 p.m., shadow from the additions to the school would be within shadows from existing buildings.

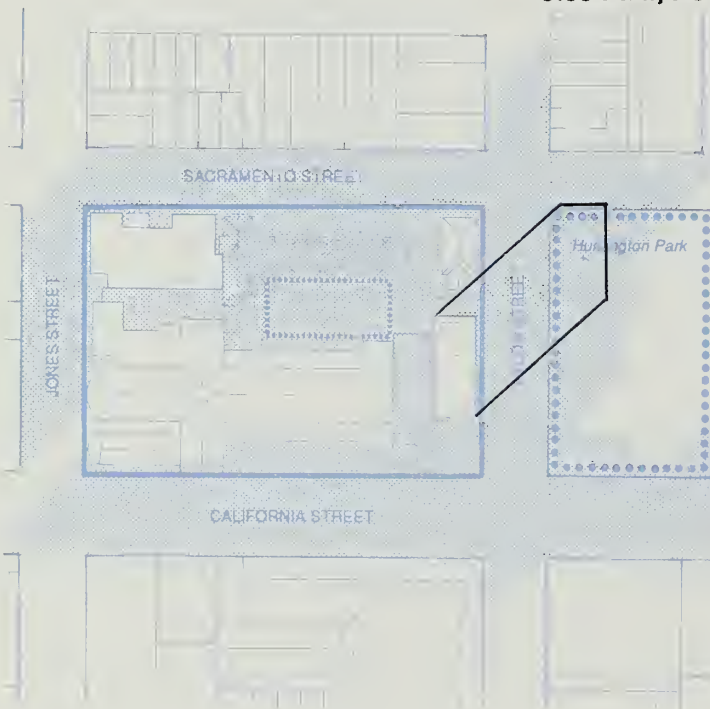
Under existing conditions at 10:00 a.m., the Cathedral House shades portions of the existing surface parking lot and approximately 30 feet of the south sidewalk of Sacramento Street. At noon this building shades portions of the project site between the Cathedral House and the Diocesan House and approximately 110 feet along the west sidewalk of Taylor Street between California and Sacramento Streets. Shadows cast by the Cathedral House at 3:00 p.m. are within shadows cast by other existing buildings. The removal of the Cathedral House would eliminate these existing shadow effects.








10:00 A.M., PST

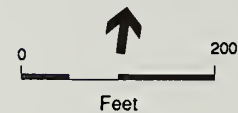
NOON PST



3:00 P.M., PST



-  Existing Shadow
-  New Project Shadow - Chapter House
-  New Project Shadow - Additions to Cathedral School for Boys
-  Outline of Shadow from Existing Cathedral House (unshaded portion within outline represents shadow to be eliminated)
-  Project Site Boundary
-  Existing Public Open Space
-  Proposed Open Space



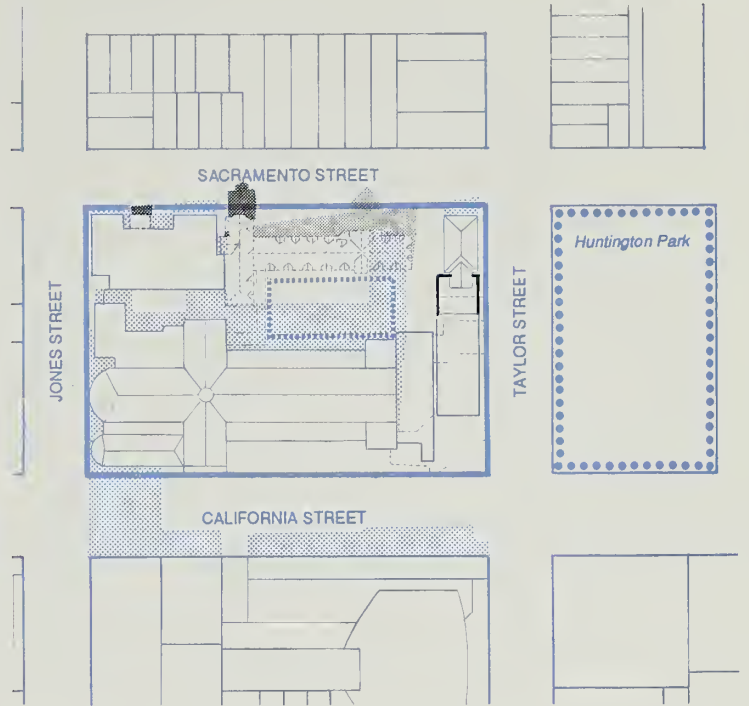
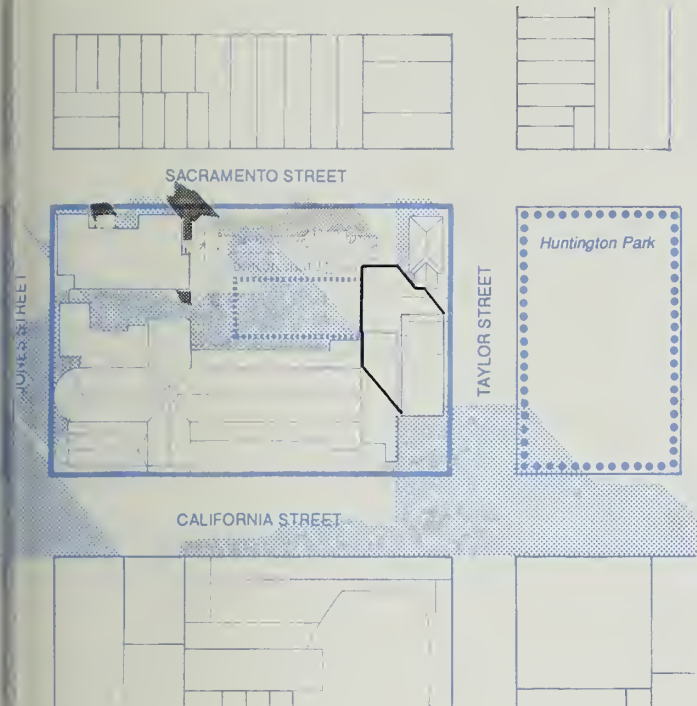
SOURCE: Environmental Science Associates, Inc.

Grace Cathedral

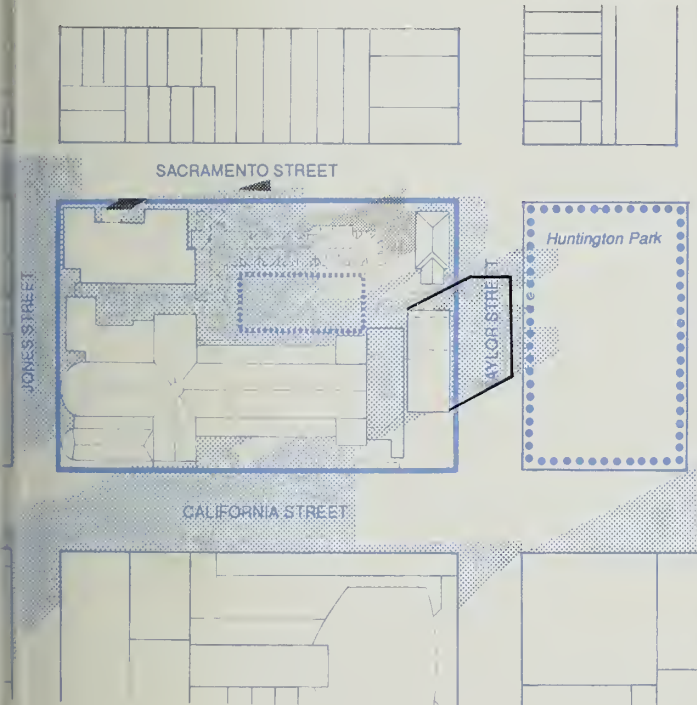
**Figure 15**  
Project Shadow Pattern  
December 21








10:00 A.M., PST

NOON PST



3:00 P.M., PST



-  Existing Shadow
-  New Project Shadow - Chapter House
-  New Project Shadow - Additions to Cathedral School for Boys
-  Outline of Shadow from Existing Cathedral House (unshaded portion within outline represents shadow to be eliminated)
-  Project Site Boundary
-  Existing Public Open Space
-  Proposed Open Space



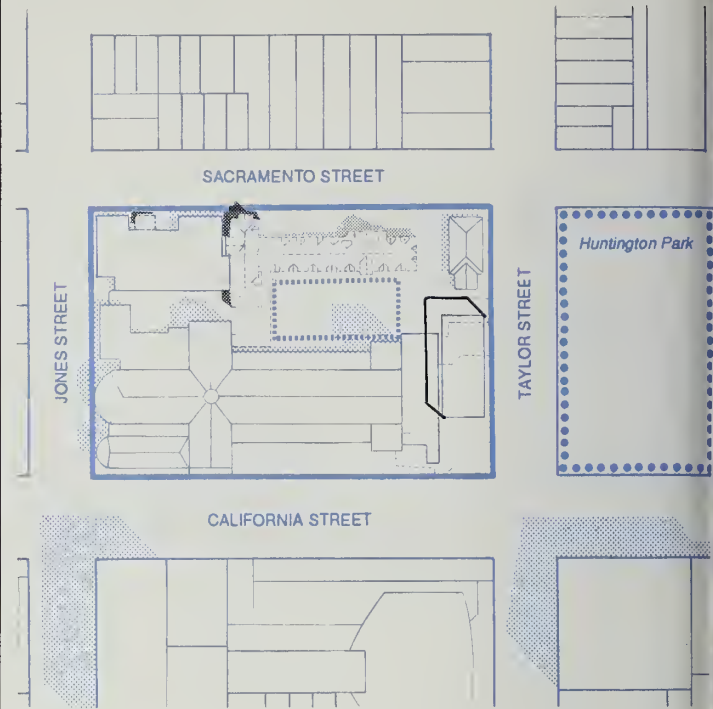
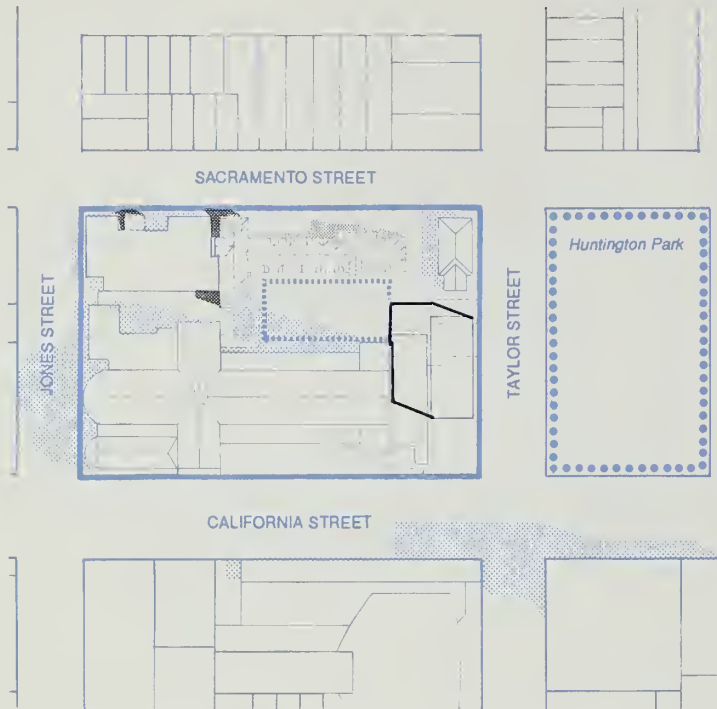
SOURCE: Environmental Science Associates, Inc.

Grace Cathedral ■

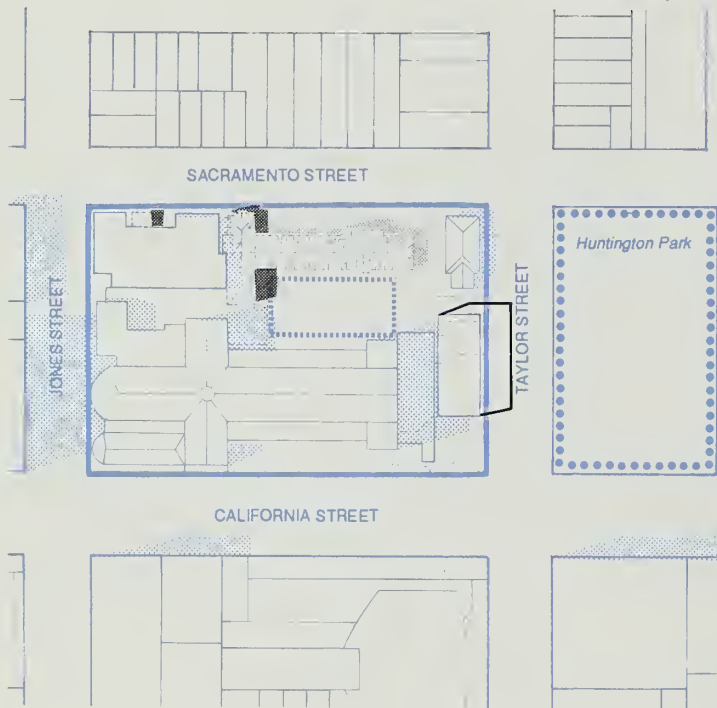
**Figure 16**  
Project Shadow Pattern  
March 21








10:00 A.M., PDT

NOON PD



3:00 P.M., PDT



-  Existing Shadow
-  New Project Shadow - Chapter House
-  New Project Shadow - Additions to Cathedral School for Boys
-  Outline of Shadow from Existing Cathedral House (unshaded portion within outline represents shadow to be eliminated)
-  Project Site Boundary
-  Existing Public Open Space
-  Proposed Open Space



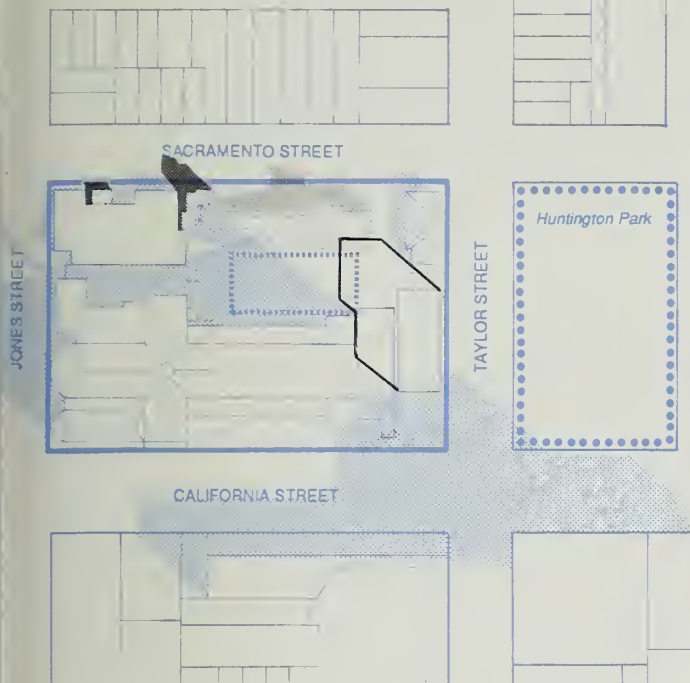
SOURCE: Environmental Science Associates, Inc.

Grace Cathedral

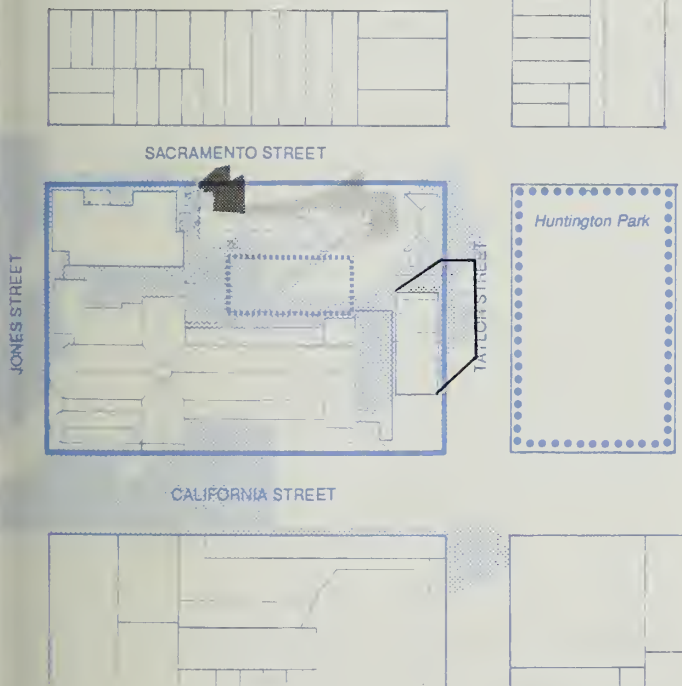
**Figure 1:**  
Project Shadow Pattern  
June 21








10:00 A.M., PDT

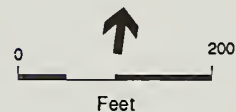
NOON PDT



3:00 P.M., PDT



-  Existing Shadow
-  New Project Shadow - Chapter House
-  New Project Shadow - Additions to Cathedral School for Boys
-  Outline of Shadow from Existing Cathedral House (unshaded portion within outline represents shadow to be eliminated)
-  Project Site Boundary
-  Existing Public Open Space
-  Proposed Open Space



SOURCE: Environmental Science Associates, Inc.

Grace Cathedral ■

**Figure 18**  
Project Shadow Pattern  
September 21

## MARCH 21 (PST)

At 10:00 a.m. PST and noon on March 21 (see Figure 16, p. 57), the proposed Chapter House would shade approximately 30 feet of the south sidewalk of Sacramento Street west of Taylor Street. At 3:00 p.m., shadow from the Chapter House would shade portions of approximately 40 feet of the south sidewalk.

The eastern addition to the Cathedral School for Boys would shade Sacramento Street east of Jones Street at 10:00 a.m., including approximately 40 feet of the south sidewalk; shadow from the northern addition would shade an additional approximately 30 feet of this sidewalk. At noon, the two additions would shade two separate portions of approximately 30 feet each of the south sidewalk of Sacramento Street. At 3:00 p.m., shadow from the eastern addition would shade Sacramento Street, excluding sidewalks, while the northern addition would add approximately 30 feet of shading to the south sidewalk of Sacramento Street.

Under existing conditions at 10:00 a.m., the Cathedral House currently shades portions of the existing surface parking lot and areas between the Cathedral House and the Cathedral and the Diocesan House. At noon the Cathedral House shades the area between it and the Diocesan House. At 3:00 p.m. the Cathedral House shades Taylor Street, including approximately 10 feet of the west sidewalk north of California Street. The removal of the Cathedral House for the proposed grand stairway would eliminate these existing shadow effects.

## JUNE 21 (PDT)

At 10:00 a.m. Pacific Daylight Time (PDT), noon, and 3:00 p.m. on June 21 (see Figure 17, p. 58), shadows from the proposed Chapter House would be within the project site, shading only those areas immediately adjacent to the north of the proposed building; at 3:00 p.m. a portion directly east of the building would be shaded. No other new shading would occur at these times as a result of this building.

Shadows from the proposed eastern addition to the Cathedral School for Boys would fall within the project site at 10:00 a.m. and at 3:00 p.m., shading up to approximately 10 percent of the proposed courtyard at 3:00 p.m. At noon, the eastern addition would shade approximately 20 feet of the south sidewalk of Sacramento Street east of Jones Street. Shadow from the northern addition would fall within the project site at these times.

Under the existing conditions, the Cathedral House currently shades interior portions of the project site between the Cathedral House and the Cathedral and the Diocesan House at 10:00 a.m. and noon. At 3:00 p.m., the Cathedral House shades Taylor Street, including approximately 120 feet of the west sidewalk between California and Sacramento Streets. The removal of the Cathedral House would eliminate these existing shadow effects.

#### SEPTEMBER 21 (PDT)

At 10:00 a.m. PDT on September 21 (see Figure 18, p. 59), the proposed Chapter House would shade Sacramento Street, including approximately 40 feet of the south sidewalk between Jones and Taylor Streets. At noon and at 3:00 p.m., this building would shade Sacramento Street, including approximately 30 feet of the south sidewalk.

At 10:00 a.m. and noon, the eastern addition to the Cathedral School for Boys would shade Sacramento Street, including approximately 40 feet of the south sidewalk east of Jones Street; the northern addition would shade an additional approximately 30 feet of this sidewalk near Jones Street at these times. At 3:00 p.m., the eastern addition would shade approximately 50 feet of the south sidewalk of Sacramento Street, while shadow from the northern addition would be within shadows from existing buildings.

Under existing conditions at 10:00 a.m., the Cathedral House currently shades portions of the existing surface parking lot and areas between the Cathedral House and the Cathedral and the Diocesan House. At noon, the Cathedral House shades areas between it and the Cathedral and the Diocesan House. At 3:00 p.m., the Cathedral House shades Taylor Street between California and Sacramento Streets, including two separate sections, approximately 10 to 30 feet each, of the west sidewalk. The removal of the Cathedral House would eliminate these existing shadow effects.

#### THE SUNLIGHT ORDINANCE

In June 1984, the voters of the City and County of San Francisco approved Proposition K, the Sunlight Ordinance (*City Planning Code* Section 295). This ordinance prohibits the issuance of building permits for structures that would shade property under the jurisdiction of, or designated to be acquired by, the Recreation and Park Commission, unless the City Planning Commission determines that such shade would have an insignificant adverse impact on the use of such property. In February 1989, the City Planning and Recreation and Park Commissions adopted

shadow criteria for all 15 parks in the Greater Downtown Area. These districts have the greatest potential for new shadow on parks because of the permitted height limits. The commissions: 1) set an Absolute Cumulative Limit for new shadow for each open space; 2) (where new shadow is allowable:) projected individual building impacts and allocated a portion of the additional allowable shadow among specific projects, within the Absolute Cumulative Limit; and 3) set forth qualitative criteria for new shadow. For informational purposes, the Absolute Cumulative Limit for Huntington Park is zero percent additional shadow-foot-hours per year. However the Ordinance applies to structures which exceed 40 feet in height. Structures proposed as part of the project would not exceed 40 feet in height measured as allowed by the *City Planning Code*. Therefore, the requirements of Section 295 would not apply to the proposed project. Shadow impacts of the project on the park are described below for the reader's information.

#### OPEN SPACE

The shadow studies prepared for the project evaluated project-generated shadows on existing and proposed open spaces in the project vicinity. The Chinese Recreation Center and the landscaped California Street frontage of the Pacific Union Club would not be affected by shadow from the proposed project because of distance and/or intervening buildings that already shadow the open spaces. The shadow studies show that the proposed project would add new shadow to Huntington Park and to the project's proposed landscaped courtyard that would be located between the existing Cathedral and the proposed Chapter House. Shadow effects on these open spaces are discussed in more detail below.

#### Huntington Park

Huntington Park is shown in Figure 19. In the late afternoon through much of the year, shadows from the existing Cathedral House reach the central and southern portions of Huntington Park, shading lawn and seating areas in those sections of the park. Shadows from the existing Diocesan House reach northern and central portions of the park, shading lawn and seating areas in those sections of the park, as well as western and central portions of the children's playground in the northern section of the park. Removal of the Cathedral House would eliminate shading of the park by that building.

New shadow from the proposed buildings would be limited to that shadow passing over the existing Diocesan House and/or between the Diocesan House and the main Cathedral building.



Grace Cathedral ■  
**Figure 19**  
Huntington Park:  
View Looking Northeast  
from Center of Park

SOURCE: Environmental Science Associates, Inc.

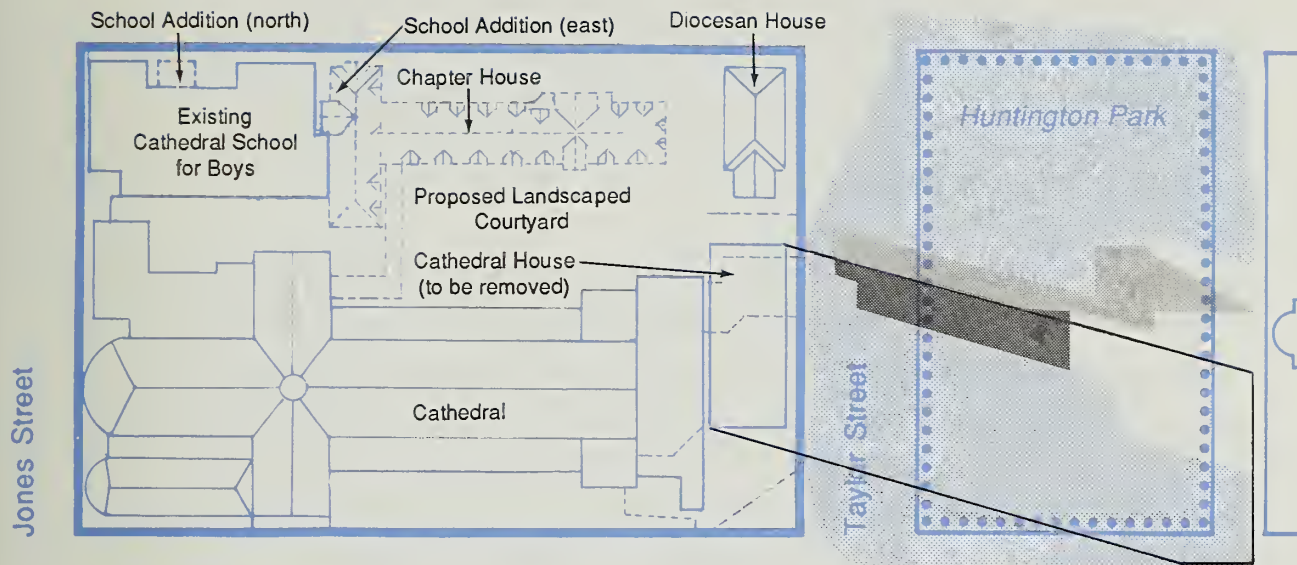
Areas potentially affected by new shadow include central and eastern portions of the children's playground, and lawn and seating areas in central and eastern sections of the park.







The proposed Chapter House would add shadow to northern and central portions of Huntington Park from early March through mid October. The shading would occur as early as about 4:30 p.m. in March and September and about 7:00 p.m. in June. The proposed eastern school addition would add shadow to central portions of Huntington Park from late March through mid September, starting as early as about 5:00 p.m. in March and September, and about 7:00 p.m. in June. Approximate maximum shading by the proposed buildings would occur in late April to early May and mid to late August at about 7:00 p.m. PDT. Figure 20 shows project shadow on Huntington Park on April 20 at 6:50 p.m., which is representative of approximate maximum project shadow on the park. Maximum shadow cast by the Chapter House by itself would cover approximately ten percent of central portions of the east side of the park, and maximum shadow cast by the eastern school addition by itself would cover approximately ten percent of central portions of the west side of the park. Maximum total new project shadow (i.e., combined, overlapping shadow from both the Chapter House and the eastern school addition) would cover approximately 15 percent of the park. At that time, existing buildings (excluding the Cathedral House) would shade an additional 70 percent, thus resulting in a total of approximately 85 percent shading of the park. About the same extent of shading, 85 percent, occurs at that time under existing conditions with the Cathedral House present. Shadow from the northern school addition would not reach the park at any time.

#### Proposed Landscaped Courtyard

As part of the project, a portion of the existing surface parking lot north of the Cathedral and south of the proposed Chapter House would become a private, publicly-accessible open space area (see Figure 3, p. 18). The open space would generally receive sun exposure in the months of April through August in the late morning and early afternoon. This area is currently partially or totally shaded through much of the year by existing buildings. The Cathedral, for example, would shade the entire proposed open space during noon and afternoon hours from late October through mid February.

The proposed Chapter House would shade portions of the proposed open space from late March through mid September as early as about 5:00 p.m. The proposed eastern school addition would shade portions of the proposed open space throughout the year after about 12:00 p.m.



-  Existing Shadow
-  New Project Shadow - Chapter House
-  New Project Shadow - Additions to Cathedral School for Boys
-  Outline of Shadow from Existing Cathedral House (unshaded portion within outline represents shadow to be eliminated)
-  Project Site Boundary
-  Existing Public Open Space

SOURCE: Environmental Science Associates, Inc.

Grace Cathedral ■

**Figure 20**  
Project Shadow on Huntington Park  
April 20, 6:50 p.m., PDT

Approximate maximum project shading would occur around the 21st of May and around the 21st of July at about 6:30 p.m. Separately, maximum shadow cast by the Chapter House would cover approximately 25 percent of the proposed open space area, while maximum shadow cast by the eastern school addition would cover approximately 50 percent of the open space. With both proposed buildings, shadow from the Chapter House would be within the shadow cast by the eastern school addition, resulting in a total of approximately 50 percent coverage by the project. Existing buildings would shade the remaining approximately 50 percent of the open space at that time. Shadows from the northern school addition would not reach this open space.

#### Proposed Open Space Fronting on Taylor Street

An approximately 4,200 square foot open space is proposed for the area east of Grace Cathedral; about half of this open space would be immediately in front of the main entrance to the Cathedral, and half would be above the Taylor Street entrance to the proposed underground garage (see Figure 3, p. 18). The open space would generally receive sun exposure in the months of April through August throughout the day until about 2:00 p.m., as well as year round at about noon. Existing buildings, including Grace Cathedral, would shade portions of this open space at various times through the year. The Cathedral, for example, would shade most or all of the proposed open space from mid September through mid March at about 3:00 p.m.

The proposed Chapter House would shade portions of the proposed eastern open space from early April through late August as early as about 5:00 p.m. The proposed eastern school addition would shade portions of the open space from late March through mid September as early as about 4:00 p.m. Project shadow coverage would primarily affect the area above the entrance to the underground garage. Approximate maximum project shading would occur around the 21st of May and around the 21st of July at about 7:00 p.m. Individually, maximum shadow cast by the Chapter House would cover approximately 25 percent of the proposed open space area, while maximum shadow cast by the eastern school addition would cover approximately 50 percent of the open space. With both proposed buildings, shadow from the Chapter House would be within the shadow cast by the eastern school addition, thus resulting in a total of approximately 50 percent project coverage. At that time, the Cathedral would shade the remaining approximately 50 percent of the open space in front of its main doors. Shadows from the northern school addition would not reach this open space.

## D. TRANSPORTATION

### EXISTING TRAFFIC

On Sunday morning (9:00 a.m. to 11:00 a.m.) April 5, 1992 and Tuesday afternoon (peak hour 4:30 p.m. to 5:30 p.m.) and evening (7:00 p.m. to 9:00 p.m.) April 7, 1992, the peak times for Cathedral activities, traffic operations in the vicinity of Grace Cathedral were observed./1/ Overall, traffic flowed well during these periods. California Street cable cars did not impede traffic, as they appeared infrequently, and few riders were observed boarding or exiting the California Street cable cars at Taylor Street.

Some operational problems (traffic conflicts) were observed at the California/Taylor Street intersection, because it is located on a crest of a hill, and Taylor Street changes lane configuration at the intersection. On the south leg of the intersection, Taylor Street is one-way northbound up the hill to California Street and north of this intersection is a two-way street. The northbound Taylor Street approach is steep, and it appears difficult for drivers on this approach to see the intersection with California Street until they arrive at the intersection, at the top of the hill. In addition, many vehicles were observed to stop at the red traffic signal on northbound Taylor Street within the pedestrian crosswalk, where it is relatively flat. This crosswalk is also difficult for drivers to see as it is narrower than the other crosswalks at this intersection, and about half of the crosswalk lines are either worn away or paved over. The two Taylor Street northbound lanes, south of California Street, change configuration at the Taylor/California Street intersection; the left lane is designated for through and left-turn traffic and the right lane designated for right turns only. To alert motorists of the change in configuration, the signals facing both the northbound and southbound Taylor Street approaches use flashing yellow lights instead of green. When traffic is permitted to proceed, the lights flash a single yellow light, and the signals use a steady double yellow light as the clearance interval before turning red. This atypical use of yellow signal indications appeared to cause some motorists to hesitate entering the intersection. This hesitation caused some motorists to be within the intersection when the light turned green for California Street traffic. Southbound Taylor Street traffic must turn left or right because Taylor Street becomes a one-way street south of California Street. Notwithstanding these conditions, during all periods observed, the operating level of service of this intersection was found to be good.

The California/Jones, Sacramento/Taylor, and Sacramento/Jones intersections were observed to operate without operational problems during the weekday and Sunday times noted./1/

## EXISTING TRAVEL DEMAND

Currently, on weekdays, there are 70 Cathedral and Diocesan House employees/volunteers, 30 school employees and two childcare center employees at the project site. In addition, there are an average of about 80 to 100 visitors, 200 students, and 50 parent volunteers on the premises, for a total of about 450 people on the site over the course of a typical weekday. On a typical Tuesday evening, which is the most heavily attended weekday meeting night, about 500 people are on Cathedral property. Other weekday evenings have less attendance at meetings. During the course of a typical Sunday morning, a total of approximately 850 people attend services held at the Cathedral./2/

A survey of meeting participants on a typical Tuesday evening between 7:00 p.m. and 9:00 p.m., January 7, 1992, provided mode split information. The mode split of meeting attendees traveling to the site was as follows: 30 percent drove alone; 21 percent carpooled; 3 percent arrived by motorcycle; 5 percent arrived by taxi; 13 percent took public transit; less than one percent arrived by bicycle; and 27 percent walked./3/

Using that mode split information, and attendance estimates, vehicle trip-generation characteristics of the Cathedral on a typical Tuesday evening were estimated to be about 486 vehicle trip ends (vte) between the hours of 6:30 p.m. and 10:00 p.m. A vehicle trip end is one vehicle arriving or leaving a destination. This estimate equates to about 243 round trips. The Cathedral also generates travel demand from staff and students associated with daytime uses.

## FUTURE TRAVEL DEMAND AND TRAFFIC

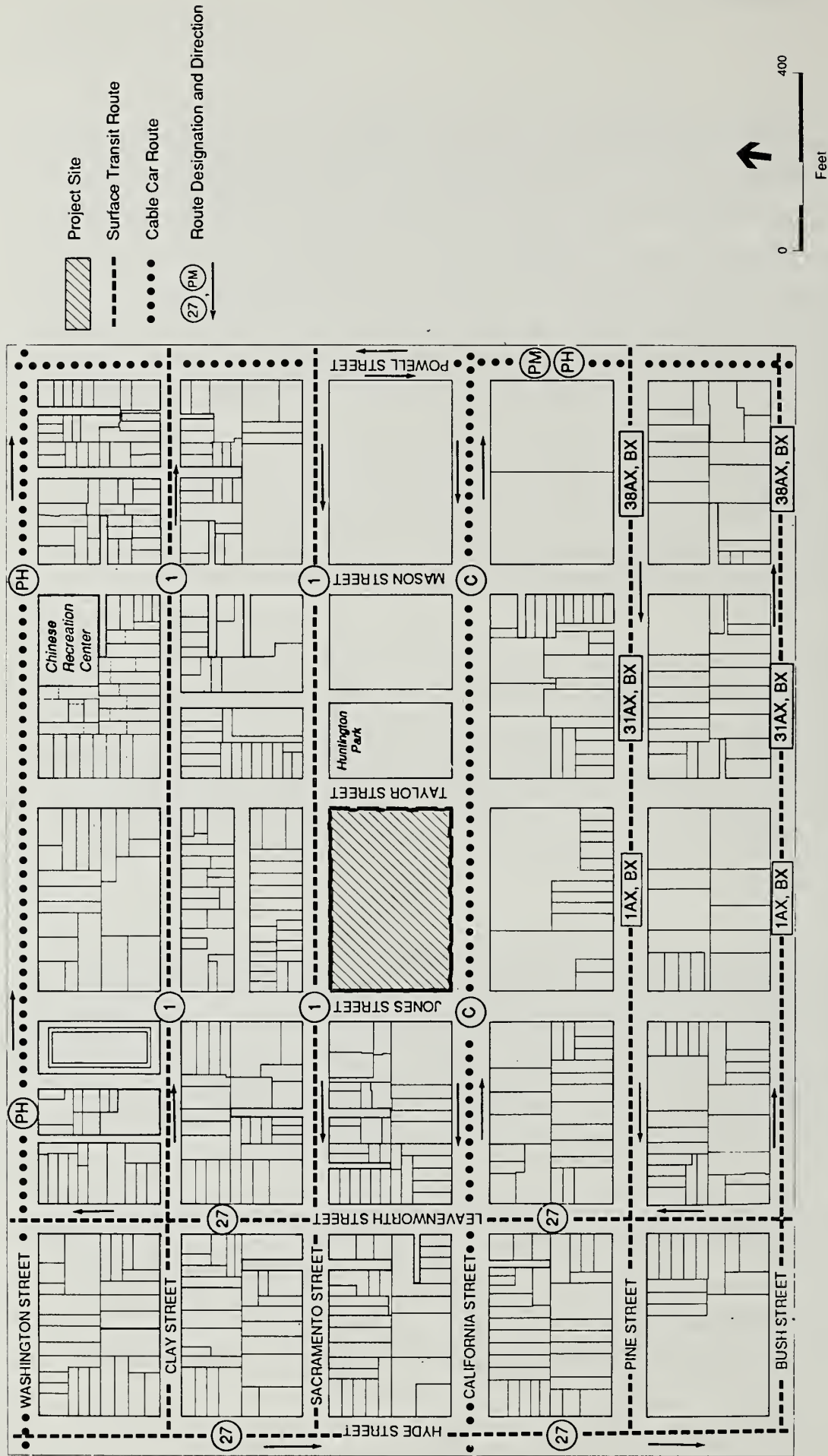
The proposed project would increase the number of employees working on the project site by approximately five, which would include two new school employees and one to three parking garage attendants. The project would increase the capacity of meeting space available to community groups, but because the number of evening function attendees on a typical night is not anticipated to change markedly, a substantial increase in trip generation is not expected. Also, any additional trips to the Cathedral site for evening functions would occur outside the peak periods. An additional 36 students would attend the School for Boys./2/ Travel demand generated by the addition of a maximum of five new employees and 36 new students would not noticeably affect transportation systems in the area.

Assuming a conservative estimate that all of the new employees would drive alone to and from work every day, it is estimated that these new employees would add a maximum of about ten trips a day to area streets. Because three of the new employees would be parking garage attendants, it is probable that these employees would not be arriving or leaving work during a.m. or p.m. peak hours. The remaining two employees, teachers at the Cathedral School, could arrive at, and depart from, the area during the peak traffic hours. Based on existing modes of transportation for students to the school, it is estimated that approximately 50 percent of the new students (about 18 students) would be dropped off by car, with an average of two students per vehicle, thereby adding approximately 18 vte during the morning peak period (9 vehicle trips inbound to the site, and 9 vehicle trips outbound from the site after the child is dropped off). An additional 18 vte (9 inbound vehicle trips and 9 outbound vehicle trips) would be added to adjacent streets between 2:15 p.m. and 6:00 p.m., with most of these afternoon trips occurring between 2:15 p.m. and 3:30 p.m. when the majority of the students are picked up. Some students remain after school at the school's childcare center and are not picked up until between 5:00 p.m. and 6:00 p.m./2/

Thus, it is estimated that the project would add a maximum of approximately 20 vehicle trips during the a.m. peak hour, and about two vehicle trips during the p.m. peak hour, to streets in the vicinity of the Cathedral (see Figure 21 for the street network in the vicinity of the project). If some of the new employees did not drive alone or traveled by MUNI to work, these trip rates could be expected to be lower. Because the expected vehicle trips during the p.m. peak period would be very low, it is expected that the new trips would not be noticeable within the daily fluctuations in traffic.

Based on standard Department of City Planning assumptions, the provision of additional on-site parking would not, in and of itself, generate additional vehicle trips. Likewise, information provided by the Cathedral indicates that the increased meeting space capacity proposed as part of the project would not result in a noticeable increase in the size or frequency of events, and would therefore not be expected to generate additional trips. Therefore, additional trips likely to be caused by the project, would be limited to those described directly above.

The project would move access to the Cathedral's on-site parking from Sacramento Street, a one-way transit preferential street, to Taylor Street, a two-way local street on which MUNI buses do not operate (see Figure 21 for transit routes in the project area). The entrance to the proposed parking garage would have two lanes, for entering and exiting vehicles; the existing lot has one lane which is shared by both entering and exiting traffic, which at times may affect the flow of



SOURCE: MUNI San Francisco, Street and Transit Map, 1991

Grace Cathedral ■  
**Figure 21**  
 Street Network and Transit  
 Routes in the Project Area

traffic (including MUNI) on Sacramento Street, a transit preferential street. Relocating the parking entrance to Taylor Street would eliminate the potential impacts of the Cathedral's existing parking lot on Sacramento Street. The proposed two-lane driveway on Taylor Street to the new parking garage would not be expected to result in conflicts between entering and exiting vehicles and traffic on this less traveled street. Also, there were no existing conflicts observed between cable cars and traffic at the California and Taylor Street intersection as noted in Chapter III, Environmental Setting. The relocation of the parking entrance from Sacramento Street to Taylor Street is not expected to create traffic conflicts with cable cars operating on California Street. While the California and Taylor Street intersection is complex, it was observed to operate without operational problems, during the times studied, the peak times for the Cathedral. The complexity of this intersection relates primarily to the south leg, while project traffic is expected mostly on the north leg. The project would not be expected to noticeably affect this intersection.

#### EXISTING PARKING

Grace Cathedral currently has a 65-space surface parking lot, with access via a one-lane driveway on Sacramento Street. The existing one-lane parking lot driveway may create conflicts with traffic (including MUNI buses) on Sacramento Street as entering vehicles may sometimes stop and wait for an exiting vehicle to clear the driveway before being able to enter the lot, thereby temporarily blocking one lane on Sacramento Street. However, no such driveway conflicts were observed on Sunday morning, April 5, 1992 between 9:00 a.m. and 11:00 a.m.; Tuesday afternoon, April 7, 1992 between 4:30 p.m. and 5:30 p.m.; and Tuesday evening, April 7, 1992 between 7:00 p.m. and 9:00 p.m., which are the peak times for Cathedral activities./1/

On weekday days, Mondays through Fridays, all spaces in the parking lot are reserved for staff of the Cathedral, Diocesan House and the Cathedral School for Boys. On weekday evenings and all day Sunday, no spaces are reserved for Cathedral staff, and all on-site parking spaces are available for public use. On weekday evenings, Tuesday through Friday, the lot is staffed by an attendant, with a fee of \$2.00 for persons using Grace Cathedral facilities and \$5.00 for others. There is no attendant on Monday evenings, because there is one, approximately seven-person meeting regularly scheduled. Meeting attendance on other weekday evenings varies from approximately 70 people on Fridays to 500 people on Tuesday evenings. On Sundays, the lot is staffed by two attendants between 8:00 a.m. and 1:00 p.m., and a fee of \$1.00 is charged to all parkers, regardless of their destination. A fee of \$2.00 is charged to all parkers on Sunday afternoons after 1:00 p.m./2/

An inventory of existing on-street parking supply on a weekday evening within two blocks of Grace Cathedral indicates a total of about 1,514 legal parking spaces. This inventory was taken on Thursday, December 12, 1991 between 7:00 p.m. and 9:00 p.m. The study area is bounded by Washington, Hyde, Powell, and Bush Streets. Approximately 95 percent of these spaces are unmetered, and five percent are metered. There are about 1,274 unmetered, residential permit parking district spaces (two-hour parking spaces for non-residents of the permit parking district); 84 unmetered white spaces (passenger loading and unloading); 73 unmetered yellow spaces (loading zones); 9 unmetered green spaces (short term parking, ten minutes); 61 unrestricted metered spaces; 10 metered yellow spaces (loading zones); and 3 unmetered blue spaces (handicapped parking). A survey of public off-street parking facilities in this same two-block area indicates that there are 930 off-street stalls. The rates for these lots range from \$3.50 to \$6.00 per hour./4/

On a typical Tuesday evening, the evening that Cathedral facilities consistently are used by the largest number of people, the on-street parking space occupancy rate in the study area was found to be about 101 percent, with 1,534 parked vehicles and 1,514 legal parking spaces. Although overall the survey showed a shortage of 20 parking spaces, there were actually approximately 73 legal parking spaces unoccupied and available for use in the vicinity of the Cathedral. This numerical discrepancy occurs because a large number of vehicles were illegally parked in the area; approximately 93 vehicles were observed to be illegally parked. On the same evening, the 65-space Grace Cathedral off-street parking lot was found to be about 109 percent occupied. This survey was conducted on Tuesday, December 17, 1991 between 7:00 p.m. and 9:00 p.m. Off-street parking occupancy during the weekday evening surveyed was about half full, with about 460 available spaces. The off-street parking lot survey was also conducted on Tuesday, December 17, 1991 between 7:00 p.m. and 9:00 p.m./4/

An inventory of existing on-street parking supply on a Sunday morning within a two-block radius of Grace Cathedral indicates a total of about 1,490 legal parking spaces, or 24 spaces fewer than found during the weekday evening, because of different parking regulations on Sunday. This inventory was taken on December 12, 1991./4/ Approximately 95 percent of these spaces are unmetered, and five percent are metered. There are about 1,250 unmetered, residential permit parking district spaces; 84 unmetered white spaces (passenger loading and unloading); 73 unmetered yellow spaces (loading zones); 9 unmetered green spaces (short term parking, ten minutes); 61 unrestricted metered spaces; 10 metered yellow spaces (loading zones); and 3 unmetered blue spaces (handicapped parking). The 930 public off-street parking spaces, noted above, are also available on Sunday mornings./4/

Currently, on Sunday mornings, there is some surplus supply of on-street legal parking spaces even though the overall on-street parking occupancy for a Sunday morning was found to be about 99 percent, with 1,476 parked vehicles and 1,490 legal spaces. Overall, the survey results showed a surplus of 14 on-street parking spaces. However, there were actually 69 legal on-street parking spaces available and unoccupied in the project area. This numerical discrepancy is caused by a large number of illegally parked vehicles in the area; approximately 55 vehicles were observed to be illegally parked. On the same day, the Cathedral's on-site parking lot was 100 percent occupied. The Sunday morning survey was conducted on December 15, 1991, between 8:00 a.m. and 12:00 noon. Public off-street parking spaces within the study area had an occupancy rate of about 47 percent, leaving about 490 public off-street spaces available for use./4/

A survey of Grace Cathedral meeting participants, which provided mode split information, showed that on a typical Tuesday evening, about 30 percent drove alone to the Cathedral by car or truck; about 21 percent carpooled; about 3 percent arrived by motorcycle; and the remaining 46 percent arrived by a travel mode (public transit, taxi, bicycle or walk) that does not generate a parked vehicle. Of those participants who drove, about half parked in an on-street space and half parked in an off-street space (22 percent in the Cathedral's on-site parking lot, 21 percent in the Masonic Garage (across California Street), and seven percent in another off-street parking lot). Approximately 63 percent of meeting participants who drove to the Cathedral did not pay to park. Of those who paid to park, about 71 percent paid less than \$5.00 and about 29 percent paid more than \$5.00. The survey of Grace Cathedral meeting participants was conducted on Tuesday, January 7, 1992 between 7:00 p.m. and 9:00 p.m./3/

Using existing mode split and parking location information for Tuesday evening meeting attendees and the typical 500-person maximum attendance, it is estimated Cathedral activities on a typical Tuesday evening generate a total parking demand of 243 spaces, with an on-street parking demand of about 122 spaces, with the remaining 121 space demand accommodated in the Cathedral's 65-space off-street parking lot and other nearby off-street parking lots. The Cathedral also generates parking demand from staff associated with daytime uses, as described under Existing Travel Demand, on p. 68.

#### FUTURE PARKING

The project proposes to replace the existing 65-space surface parking lot with a 120-space parking garage, thereby increasing the Cathedral's off-street parking supply by about 55 spaces.

It is anticipated that the courtyard area above the garage would not be used for parking except for an occasional hearse at a funeral or a limousine at a wedding. The courtyard area would not be generally used for loading, except for an unusual circumstance such as a band unloading equipment for a concert./5/

Because the proposed project is not expected to result in a perceivable increase in the number of people who would drive to and park at the facilities (see Future Travel Demand and Traffic on pp. 68-71), there would not be a noticeable increase in demand on the parking supply in the vicinity of the Cathedral. Assuming a conservative scenario that all of the new employees would drive alone to work, the estimated increase in demand for parking would be five parking spaces. Although not needed to accommodate increased parking demand for the proposed project, the project proposes to increase the number of on-site parking spaces as required by the *City Planning Code*, with a net increase of about 55 new off-street parking spaces, to about 120 spaces. These additional spaces could reduce existing on-street parking impacts associated with Cathedral activities by lessening the Cathedral's existing parking demand for on-street parking spaces.

It is expected that the new parking garage would attract existing drivers who would shift from parking on-street or parking in other nearby parking garages. Based on the travel demand discussion on p. 68, it is expected that the Tuesday evening parking demand would continue to be about 243 parking spaces. The proposed parking garage would accommodate 120 vehicles with a net addition of 55 parking spaces. Thus the on-street demand attributable to Cathedral activities would be reduced from 122 spaces to 67 on-street parking spaces. This assumes that people who park at other off-street parking lots/garages would continue to do so. It should be noted that about two on-street spaces would be lost because of the construction of the parking garage entrance on Taylor Street. Also, actual on-street parking demand reduction associated with Cathedral activities after the new Cathedral parking garage is completed may not be as great if some parkers who currently use other off-street parking lots were to park in the new garage. Nonetheless, the Cathedral's existing on-street parking demand would be reduced by the proposed project.

On a typical Sunday morning, about 600 persons attend services at the Cathedral during a one-hour period, creating a demand on the on-street parking supply. The proposed project is not expected to substantially increase the number of persons who attend the Cathedral on Sunday mornings, thus the parking demand would not be substantially increased as a result of the project.

The proposed project would provide 55 additional parking spaces; thus, existing Sunday parking demand for on-street parking supply would be likely to be reduced.

The *City Planning Code* would require the proposed project to provide 55 parking spaces, in addition to the existing 65 on-site spaces which would be required to remain (*City Planning Code* Sections 150(d) and 151). The proposed subsurface parking garage would contain about 120 off-street parking spaces and would meet the Code requirement.

#### PASSENGER LOADING ZONES

The proposed project would not change the existing passenger loading zones in the vicinity of Grace Cathedral. The Jones Street passenger loading zone at the School for Boys probably would serve as the dropoff and pickup location for the new additional students. As noted in Chapter III, Environmental Setting, the passenger loading zone is used as a school dropoff and pickup during the morning (7:45 a.m. to 8:15 a.m.) and afternoon (2:15 p.m. to 3:30 p.m.)/2/. On the basis that approximately 50 percent of the school's students are dropped off at this location in the morning, with an average of two students per vehicle, and fewer picked up here in the afternoon, it is estimated that about 18 of the new students (about 50 percent of the 36 new students), generating approximately 18 new vte (9 vte to and 9 vte from the school), would also be dropped off here during the morning period. This is a conservative scenario as it would be expected that the percentage of new students dropped off and picked up would actually be lower, because the new students would be upper-grade level students who generally use public transit more than lower-grade level students as their means of travel to and from school./6/ These estimated additional 18 new students would increase the total number of dropoffs to about 118 students during the morning. This equates to 18 new vte (9 vte to and 9 vte from the school) during the morning peak period. Fewer children are picked up in the afternoon than dropped off in the morning because a number of children remain at the School's child care center to be picked up later in the day. The operation of the passenger loading zone currently does not present substantial conflicts with traffic on Jones Street, as discussed in Chapter III, Environmental Setting, and the fewer than nine additional dropoffs/pickups would not be expected to affect the operation of the existing passenger loading zone or existing traffic conditions.

#### PEDESTRIAN MOVEMENTS/2/

The number of pedestrians traveling to the project site is not expected to change; however, some changes to pedestrian routes accessing Cathedral buildings are expected as a result of the proposed

project. During weekdays, primary pedestrian routes to the Cathedral and Cathedral House are on California Street and Taylor Street. After the Cathedral House is removed, the primary pedestrian access to the Cathedral would continue to be from Taylor and California Streets and the new parking garage. Access from California Street would decrease. The vehicle entrance to the parking garage would be on Taylor Street, adjacent to the main pedestrian entrance to the Cathedral. There could be visibility problems at the new garage entrance which could create potential vehicle-pedestrian conflicts on Taylor Street. The installation of devices to warn pedestrians of approaching vehicles would minimize potential pedestrian/vehicle conflicts. The Cathedral would install appropriate pedestrian warning devices at the driveway to the proposed subsurface parking garage (see mitigation on p. 84). Weekday access to the Diocesan House would remain about the same. Pedestrian routes to the School for Boys would essentially remain the same. Pedestrian routes to the new Chapter House would principally be oriented to Sacramento Street and the new parking garage.

Pedestrian routes to the project area on weekday evenings would essentially remain the same for the Cathedral itself. The only potential change would be a greater use of the main Cathedral doors facing Taylor Street at peak times. Pedestrian routes to the Diocesan House would remain the same as before. The School for Boys is closed in the evenings. The new Chapter House access would be primarily from Sacramento Street and from the parking garage.

On Sunday mornings, pedestrian routes to the Cathedral would be primarily from California and Taylor Streets, with an emphasis on entering via the new stairway and doors. Pedestrian routes to the Diocesan House would not be expected to change. The School for Boys is closed on Sundays. Pedestrian routes to the new Chapter House would be primarily from Sacramento Street and from the parking garage. As previously noted in Chapter III, Environmental Setting, observations made at the California/Taylor Street intersection indicate that pedestrians most frequently use the crosswalk on the north side of California Street, crossing Taylor Street, and few conflicts with motorists were observed./1/ Because the project is not expected to generate substantial new pedestrian trips and the external origin of these trips is not expected to change, pedestrian usage of this intersection is also not expected to substantially change.

#### DEMOLITION, EXCAVATION AND CONSTRUCTION TRAFFIC/7/

During the projected 20-month construction period, transportation impacts would result from truck movements to and from the site during demolition, excavation and construction activities. Demolition and excavation would require about four months and would generate an average of

about 16 daily truck movements per day in or out of the project site, between 9:00 a.m. and 3:30 p.m. During these first two phases, trucks would be expected to use Taylor Street to Clay Street, to Battery Street, to First Street, to I-80 and the Bay Bridge to haul debris and excavation material to disposal sites in the cities of Fremont and Sacramento. Returning trucks would exit I-80 and the Bay Bridge from the Fremont Street exit, to California Street, to Taylor Street.

Construction activities (substructure, superstructure and finishing) would generate an average of ten truck movements per day during the remaining 16-month period. Deliveries of materials would occur between 9:00 a.m. and 3:30 p.m. During the construction phases, trucks would be expected to use the same routing as described above for the first two phases, and would also probably use Sacramento, Taylor and Jones Streets, to California Street, to Van Ness Street, to U.S. 101 South to access the Peninsula and return from the Peninsula via U.S. 101 to Van Ness Street, to California Street, to Taylor Street. Construction trucks would be expected to also use Taylor and Jones Streets, to California Street, to Van Ness Street, to Lombard Street, to U.S. 101 to access the Golden Gate Bridge and the North Bay, and return from the North Bay via the Golden Gate Bridge and Doyle Drive, Richardson/Lombard, to California Street, to Taylor Street. Because the estimated number of truck trips through the California/Taylor Street intersection, most of which would occur outside of the a.m. and p.m. peak periods, would represent a relatively low percentage of intersection trips, it is not anticipated that the operation of this intersection would be substantially affected.

During the one-month demolition phase, the first phase, sidewalks would remain open if safety considerations permit, with overhead protection provided over the west side of the Taylor Street sidewalk. After the demolition phase is complete, all sidewalks would be open during the remaining 19 months, with no overhead protection needed. The site boundary would be enclosed by chain link or solid wood fencing. There are no curb lane or other lane closures anticipated, and the existing parking lot could be used for the loading of trucks during this phase. Lane and sidewalk closures are subject to review and approval by the Department of Parking and Traffic.

Some material storage on-site is anticipated, minimizing some of the construction vehicle trips to and from the site. The previously noted estimated construction truck trips reflect the anticipated storage of some materials on-site. Reinforcing steel and light finish materials would sometimes be stored on-site. Generally, materials would be trucked in as needed. While the parking garage is being built, staging is expected to be on-site, using only the Taylor Street driveway entrance, which would later become the new entrance to the parking garage. Thus, during this early stage, no curb lane or other lane closures are anticipated. Once the garage is built, the parking lane on

Sacramento Street would be used for staging, mainly for use of the concrete mixer trucks. It is expected that the maximum number of workers at any one time at the site would be 60 workers. It is expected that construction workers would park in the Masonic Garage located across California Street from Grace Cathedral. Temporary parking demand from construction worker's vehicles, and impacts on local intersections from construction worker traffic, would occur in proportion to the number of construction workers who would use automobiles.

Temporary lane blockage on Sacramento and Taylor Streets by queued trucks could reduce the capacities of these streets. The 1-California MUNI line on Sacramento Street could be affected. Blockage during times of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. However, as it is anticipated that no travel lanes would be closed during construction, street capacities would not be affected.

Movements of construction trucks in the vicinity of the Cathedral between 7:00 a.m. and 9:00 a.m. or from 4:00 p.m. to 6:00 p.m. would coincide with peak-hour traffic, and would serve to worsen existing service levels. Therefore, truck traffic would be restricted to between the hours of 9:00 a.m. and 3:30 p.m., to avoid peak-period effects (see mitigation measure on p. 83).

NOTES - Transportation

- /1/ One-hour traffic observations were made by Environmental Science Associates on Sunday morning, April 5, 1992 between 9:00 a.m. and 11 a.m.; Tuesday afternoon, April 7, 1992 between 4:30 p.m. and 5:30 p.m.; and Tuesday evening, April 7, 1992 between 7:00 p.m. and 9:00 p.m. at California/Taylor, California/Jones, Sacramento/Taylor, and Sacramento/Jones Street intersections.
- /2/ Information provided by Grace Cathedral in a letter dated April 9, 1992 from Sarah Rockwell, attorney for Grace Cathedral, to Environmental Science Associates, Inc. No actual pedestrian counts or passenger loading zone counts were taken.
- /3/ The survey of Grace Cathedral evening meeting participants was conducted by Environmental Science Associates, Inc. on Tuesday, January 7, 1992 between 7:00 p.m. and 9:00 p.m. A total of 141 survey forms were completed and returned.
- /4/ Inventories of public on-street and off-street parking spaces were conducted by Environmental Science Associates, Inc. on December 12, 13 and 15, 1991. Surveys of on-street and off-street parking occupancy were conducted on Sunday morning, December 15, 1991 between 8:00 a.m. and 12:00 noon and Tuesday evening, December 17, 1991 between 7:00 and 9:00 p.m. Results are summarized and tabulated and are available for public review in the project case file at the Department of City Planning, 450 McAllister Street, San Francisco.
- /5/ Paul Lobush, William Turnbull Associates, telephone conversation, April 20, 1992.

- /6/ Rev. Malcolm H. Manson, Canon Headmaster of the Cathedral School for Boys, telephone conversation, June 5, 1992, and June 29, 1992.
- /7/ This section was prepared on the basis of estimates of construction periods, truck movements, construction workers, access routes, truck staging area identification, and location where construction workers would park provided by Chuck Kaplan, Swinerton & Walberg Builders, letter, January 23, 1992 and phone conversation, April 16, 1992.

#### **E. GROWTH INDUCEMENT**

The proposed expansion of the school would add seven new classrooms and some additional library space, as well as additional office and storage space. The new classrooms would accommodate existing activities which are currently held in the basement of the Cathedral and could allow enrollment at the Cathedral School for Boys to increase by a maximum of about 36 students (from approximately 210 students to 240 students). The existing school staff of approximately 30 could increase by a maximum of two staff members./1/

The project could result in the addition of one to three persons to supervise the operations of the proposed parking garage. There would be no further increase in employment on the site beyond the maximum of two staff members associated with the Cathedral School for Boys and the one to three persons that would supervise the operations of the proposed parking garage.

The project would result in the addition of one net new dwelling unit to the site (two dwelling units in the existing Cathedral House would be replaced by three dwelling units in the proposed Chapter House). Dwelling units would be occupied by guests of the Cathedral and Cathedral employees; they would not be rented.

Three net new meeting spaces would be created by the project (one in the Cathedral House and two in the under-stair area), resulting in an increase in meeting capacity of about 500 persons. Since concurrent use of all meeting spaces at their maximum capacity would be unlikely based on current use patterns, it is expected that no intensification of use would occur simply because of the increased capacity.

The project would be built in a developed urban area, and no expansion to the municipal infrastructure not already under consideration would be required to accommodate new development due to, or induced by, the project.

NOTE - Growth Inducement

- /1/ Rev. Malcolm H. Manson, Canon Headmaster of the Cathedral School for Boys, letter, September 26, 1991.

## V. MITIGATION MEASURES PROPOSED TO MINIMIZE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

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In the course of project planning and design, measures have been identified that would reduce or eliminate potential environmental impacts of the proposed project. Some of these measures have been, or would be, adopted by the project sponsor or project architects and contractors and thus are proposed; some are under consideration. Implementation of some may be the responsibility of public agencies. Measures under consideration may be required by the City Planning Commission as conditions of project approval, if the project were to be approved. Each mitigation measure and its status is discussed below.

In addition to the mitigation measures below, there are several items required by law which would also serve to mitigate impacts. These measures include: no use of mirrored glass on the building to reduce glare, as per City Planning Commission Resolution 9212; provision of off-street bicycle storage pursuant to Section 155 of the *City Planning Code*; limitation of construction-related noise levels, pursuant to the San Francisco Noise Ordinance (Article 29 of the *San Francisco Police Code*, 1972); and observance of state and federal OSHA safety requirements related to handling and disposal of hazardous materials such as friable asbestos.

Measures which are not required by legislation but which would also serve to mitigate environmental impacts appear below. Mitigation measures preceded by an asterisk (\*) are from the Initial Study (see Appendix A, pp. A.1-27).

### ARCHITECTURAL AND HISTORIC RESOURCES

#### MEASURES UNDER CONSIDERATION BY THE PROJECT SPONSOR

- The project sponsor could prepare historic documentation, to Historic American Buildings Survey (HABS) recordation standards, of the Cathedral House and portion of the Crocker Fence to be removed. HABS, which is administered by the National Park Service, is a process involving preparation of written historic and photographic records of a structure to be altered.
- The project sponsor could arrange for the preservation and display of the portion of the Crocker Fence proposed for removal and not proposed for relocation on the project site. Locations for the display of that portion of the Crocker Fence could include exterior and

interior areas on the project site or museums, where the fence could be displayed together with a discussion of the relationship of the Crocker Fence to the history of the project site.

## CULTURAL RESOURCES

### MEASURES PROPOSED AS PART OF THE PROJECT

- Given the possibility of encountering archaeological resources within the project site, the sponsor would retain the services of an archaeologist. The archaeologist would supervise a program of archaeological testing prior to the commencement of excavation/construction of the proposed project. The testing program would use a series of mechanical, exploratory trenches, borings, and/or other similar on-site testing methods to help further define the probability of encountering significant archaeological resources during excavation and construction.

If the archaeologist determined on the basis of this testing program that no additional measures were required to safeguard potentially significant archaeological resources, he/she would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor, describing the testing program and his/her conclusions.

Should the archaeologist determine on the basis of the testing program that additional measures were required, he/she would consult with the ERO to determine further actions appropriate to mitigate potential adverse impacts to significant archaeological resources. These additional actions would be implemented by the project sponsor, and could include, but might not be limited to, monitoring of all site excavation by a qualified historical archaeologist. Mitigation might also require the archaeologist to instruct all excavation and foundation crews on the project site of the potential for discovery of cultural or historic remains, and the procedures to be followed if such remains are uncovered.

Should a monitoring program be required, the project sponsor would designate one individual on site as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered. During the monitoring program, the archaeologist would record observations in a permanent log, and the monitoring program, whether or not there are finds of significance, would result in a written report to be submitted to the ERO, with a copy to the project sponsor.

Should evidence of cultural resources be found during testing or following commencement of excavation activities, the project sponsor would suspend all activities at the project site which the archaeologist and the ERO jointly determined could damage such resources, and would implement an appropriate security program to prevent looting or destruction. Upon receiving the advise of the archaeologist, the ERO would then recommend specific mitigation measures, if necessary. These additional measures might include additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material. Ground disturbing activities which might damage discovered archaeological resources would be suspended for a maximum of four weeks (cumulatively for all instances where the ERO requires a delay) to permit inspection, recommendation, and retrieval, as appropriate.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description of how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Advisory Board and the California Archaeological Site Survey Northwest Information Center. The Office of Environmental Review shall receive three copies of the final archaeological report.

## **AIR QUALITY**

### **MEASURE PROPOSED AS PART OF THE PROJECT**

- \*• The project sponsor would require the contractor(s) to sprinkle the site with water during demolition, excavation, and construction activities; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition and excavation, as needed, and during construction at least once per day to reduce particulate emissions. The project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

## **TRANSPORTATION**

### **MEASURES PROPOSED AS PART OF THE PROJECT**

- During the construction period, the project sponsor would cause to limit construction truck movement to the hours between 9:00 a.m. and 3:30 p.m., and to prohibit staging or unloading of equipment and materials during the periods of 7:30 a.m. to 9:00 a.m. and 3:30 p.m. to 6:00 p.m., to minimize peak-period traffic conflicts. The project sponsor and construction contractor would meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI, and the Department of City Planning to determine feasible traffic management and mitigation measures to reduce traffic congestion during construction of this project and other nearby projects. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor would coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.
- The placement of paving, landscaping or structures in the sidewalk area (subject to City approval) would be done in such a way as to minimize interference with pedestrian traffic.

MEASURE UNDER CONSIDERATION BY THE PROJECT SPONSOR

- The project would include appropriate warning devices to alert pedestrians to vehicles exiting the proposed parking structure during peak times of use.

## **VI. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED**

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In accordance with Section 21067 of the California Environmental Quality Act (CEQA), and with Section 15040, 15081 and 15082 of the State CEQA Guidelines, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented, as described in Chapter V. Mitigation Measures, pp. 81-84.

The findings of significant impacts are subject to final determination by the City Planning Commission as part of its certification process for the EIR. This chapter in the Final EIR will be revised, if necessary, to reflect the City Planning Commission's findings.

As stated previously, the proposed project would require removal of about 130 linear feet of the Crocker Fence which is located at the site's boundary along Taylor Street. About 90 linear feet of the removed fence would be relocated to the interior of the site, at the north side of the Cathedral. The Cathedral Close, including the Crocker Fence and certain specific other structures, is designated City Landmark No. 170. (As stated in Chapter III, Environmental Setting, pp. 33-43, the Cathedral House and the surface parking lot are not included in the Landmark.)

Removal of 130 linear feet (about 30 percent) of the remaining 490 feet of the original circa 1877 Crocker Fence would significantly alter a character-defining feature of a designated City Landmark, and would therefore constitute a significant environmental effect. Relocation of portions of the fence proposed for removal to an interior-block position would not fully mitigate this adverse impact, since the significance of the fence relies in part on its location as a boundary or marker of the Crocker Mansion site.

## **VII. ALTERNATIVES TO THE PROPOSED PROJECT**

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This chapter identifies alternatives to the proposed project, discusses environmental impacts associated with each alternative, and gives the reasons the alternatives were rejected in favor of the project. Regardless of the sponsor's reasons for rejection, the City Planning Commission could approve an alternative instead of the proposed project if the Commission believed the alternative would be more appropriate for the site.

### **A. ALTERNATIVE A: NO PROJECT**

#### **DESCRIPTION**

This alternative would entail no change to the site. The proposed project would not be built. The existing Cathedral House would not be demolished, and the proposed Chapter House would not be constructed. The additions to the Cathedral School for Boys would not be built, and the existing surface parking lot on the site would be retained. The existing stairs to the Cathedral would not be replaced by the proposed new staircase. New meeting rooms, parking, and open space would not be created on the site. The 130-foot portion of the Crocker fence along Taylor Street that would be removed with the project would remain in its present location. The existing Diocesan House and the Cathedral itself would remain unchanged in this alternative.

#### **IMPACTS**

If this alternative were implemented, impacts associated with the proposed project would not occur. The environmental characteristics of this alternative would be generally as described in the Environmental Setting sections of this report (see Chapter III, Environmental Setting, pp. 29-49, for a discussion of existing conditions). Transportation, noise, and air quality impacts associated with demolition of the Cathedral House and subsequent construction of the project would not occur (construction noise effects are discussed in the Initial Study which is included as Appendix A, pp. A.1-27). Transportation conditions described in Chapter III, Environmental Setting, pp. 45-49, would continue to exist around the site. Vehicle access to the site would remain from Sacramento Street. There would be no change in energy demand on the site. Land uses and shadows would not change. City Landmark No. 170 would not be altered and the

Cathedral House would be retained on the site in this alternative. This alternative would preserve the option to develop a similar or different type of project on the site in the future.

If this alternative were implemented, and if the Cathedral House was not rehabilitated and maintained, the limestone on the exterior of the building would continue to deteriorate. In addition, some seismic strengthening and renovation of the Cathedral House would most likely be required. Rehabilitation and maintenance of the Crocker Fence might also be required.

### REASONS FOR REJECTION

This alternative has been rejected by the project sponsor because it would not meet the project objectives. This alternative would not provide improved office and meeting space for the Cathedral staff, Cathedral congregation and community groups on the project site; it would not provide additional space for the staff and students of the Cathedral School for Boys; it would not provide additional parking for the Cathedral; and it would not complete Hobart's 1926 plan for the Cathedral site through the construction of a new stairway leading to the main Cathedral entrance, demolition of the Cathedral House, and removal of a portion of the Crocker Fence.

### **B. ALTERNATIVE B: RETENTION OF SITE STRUCTURES**

#### **B.1: Crocker Fence Retention In Place**

##### DESCRIPTION

This alternative would have all of the characteristics of the proposed project, except that the 130-foot portion of the Crocker fence along Taylor Street that would be removed with the project would remain in its present location. As with the proposed project, the Cathedral House and the existing surface parking lot would be removed and the proposed Chapter House, subsurface parking garage, and additions to the Cathedral School for Boys would be constructed.

Because the 130-foot portion of the Crocker Fence along Taylor Street would not be removed and relocated, the proposed new staircase leading from Taylor Street to the main entrance of the Cathedral would be redesigned, and the entrance to the proposed subsurface parking garage would be relocated to accommodate the fence in its current location. The proposed new staircase could be built with the fence in front of its northern portion along Taylor Street, or the staircase could be redesigned to be narrower, extending from the corner of Taylor and California Streets to the beginning of the Crocker Fence on Taylor Street. In either case, primary access to the

Cathedral would not be expanded along Taylor Street and would be limited to the vicinity of the Taylor and California Streets corner. Access to the subsurface parking garage, which would be from Taylor Street with the project, would be from Sacramento Street with this alternative, similar to existing access to the surface parking lot on the site.

## IMPACTS

This alternative would be similar to the project, with the exception that a portion of the Crocker Fence would not be removed, and parking access would be on Sacramento Street.. The total land uses on the site with this alternative would be the same as with the proposed project. Traffic impacts on local streets and intersections would be different because the entrance to the new parking garage would be on Sacramento Street instead of on Taylor Street; access to the Cathedral's garage would occur on Sacramento Street, a transit preferential street, instead of on Taylor Street, a local street, and could therefore have a greater impact on MUNI operations. Because new building construction would be similar to that of the project, effects on shadows and subsurface cultural resources would be similar to those of the project.

Structures included in City Landmark No. 170 would not be altered (the 130-foot portion of the Crocker Fence that would be removed with the project would remain in its present location). Other impacts of this alternative would be similar to those of the proposed project. As with the project, the Cathedral House, rated "3" in the 1976 Department of City Planning Architectural Inventory and identified in the *Here Today* survey, would be demolished with this alternative. The Cathedral House was included in the secondary survey area described in *Splendid Survivors*; the Foundation for San Francisco's Architectural Heritage has not completed ratings for buildings in this survey area.

## REASONS FOR REJECTION

This alternative has been rejected by the project sponsor because it would not meet the project objectives of completing the Hobart's 1926 plan for the Cathedral Close through the construction of a new stairway leading to the main Cathedral entrance from Taylor Street, demolition of the Cathedral House, and removal of a portion of the Crocker Fence, since either part of the stairs would be inaccessible from Taylor Street, or they would not be as envisioned in the Hobart plan. In addition, the project sponsor has rejected this alternative because access to on-site parking could not be improved by relocating it from Sacramento Street to Taylor Street, and would further impede transit traffic on Sacramento Street.

B.2: Retention Of Cathedral House And Crocker Fence

## DESCRIPTION

With this alternative, the 130-foot portion of the Crocker Fence along Taylor Street that would be removed with the project would remain in its present location, the Cathedral House that would be removed with the project would be retained on the site, and the proposed Chapter House would not be built. As with the proposed project, the existing surface parking lot would be removed from the site, and the proposed subsurface parking garage and additions to the Cathedral School for Boys would be constructed.

Because the 130-foot portion of the Crocker Fence along Taylor Street would not be removed and relocated, and the Cathedral House would not be removed, the proposed new staircase leading from Taylor Street to the main entrance of the Cathedral would not be constructed, and the entrance to the proposed subsurface parking garage would be relocated to accommodate the fence and Cathedral House in their current locations. Primary access to the Cathedral would not be expanded along Taylor Street and would be limited to the vicinity of the Taylor and California Streets corner. Access to the subsurface parking garage, which would be from Taylor Street with the project, would be from Sacramento Street with this alternative, similar to existing access to the surface parking lot on the site.

## IMPACTS

The total land uses on the site with this alternative would be similar to those of the proposed project. Traffic impacts on local streets and intersections would be different because the entrance to the new parking garage would be on Sacramento Street instead of on Taylor Street; access to the Cathedral's garage would occur on Sacramento Street, a transit preferential street, instead of on Taylor Street, a local street, and could therefore have a greater impact on MUNI operations. Because new building construction would be limited to the subsurface parking garage and the additions to the Cathedral School for Boys, shadow effects would be less than with the project and similar to the effects described for the school additions only. Shadow from the existing Cathedral House would still occur with this alternative.

Structures included in City Landmark No. 170 would not be altered (the 130-foot portion of the Crocker Fence that would be removed with the project would remain in its present location) and

the Cathedral House would be retained on the site in this alternative. Other impacts of this alternative would be similar to those of the proposed project.

#### REASONS FOR REJECTION

This alternative has been rejected by the project sponsor because it would not meet the project objectives. This alternative would not provide improved office and meeting space for the Cathedral staff, Cathedral congregation and community groups on the project site, and it would not complete Hobart's 1926 plan for the Cathedral site through the construction of a new stairway leading to the main Cathedral entrance, demolition of the Cathedral House, and removal of a portion of the Crocker Fence. In addition, the project sponsor has rejected this alternative because circulation and access to on-site parking could not be improved by relocating it from Sacramento Street to Taylor Street.

#### **C. ALTERNATIVE C: RELOCATION OF REMOVED FENCE TO SITE PERIMETER**

##### DESCRIPTION

This alternative would have all of the characteristics of the proposed project, except that the 130-foot portion of the Crocker Fence along Taylor Street that would be removed with the project and relocated in part to the proposed courtyard at the interior of the site would be relocated in its entirety to another location along the perimeter of the site. As with the proposed project, the Cathedral House and the existing surface parking lot would be removed from the site and the proposed Chapter House, subsurface parking garage, meeting rooms, open space, and additions to the Cathedral School for Boys would be constructed.

##### IMPACTS

Impacts of this alternative would be similar to those of the proposed project, except for removal of the fence. The total land uses on the site with this alternative would be the same as with the proposed project. Traffic effects on local intersections would be the same as with the project. Because new building construction would be the same as with the project, effects on shadow and subsurface cultural resources would be the same as with the project. As with the project, the Cathedral House, rated "3" in the 1976 Department of City Planning Architectural Inventory and included in the *Here Today* survey would be demolished in this alternative. The Cathedral House was included in the secondary survey area described in *Splendid Survivors*; the Foundation for San Francisco's Architectural Heritage has not completed ratings for buildings in

this survey area. As with the project, City Landmark No. 170 (of which the Crocker Fence is a part) would be altered. This alternative would remove a portion of the Crocker Fence from its location along Taylor Street, as with the project, however, this alternative would relocate the removed fence to another location at the site perimeter rather than to the interior of the block. Some alterations to the fence would be required to accommodate its new location on the site perimeter.

#### REASONS FOR REJECTION

This alternative is infeasible because relocating the portion of the Crocker Fence to another location along the perimeter of the site would require extensive modifications to the relocated portions. The only street frontage of the site where the entire length of the removed portion of the Crocker Fence could be relocated would be along California Street. The California Street frontage of the project site slopes downwards from west to east, compared to the nearly level Taylor Street location of the fence. Because the fence would be relocated from a flat site to a sloping site, the rusticated stones at the base of the fence and portions of the remainder of the fence would have to be recut and modified to conform to the slope of California Street. Such modifications to the fence would involve loss of some of the stone at the base of the fence and would otherwise alter the historic character of the fence./1/

#### NOTE - Alternatives

/1/ Paul Lobush, William Turnbull Associates, letter to Hillary Gitelman, San Francisco Department of City Planning, Office of Environmental Review, August 14, 1991.

## VIII. DRAFT EIR DISTRIBUTION LIST

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Director of Property

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California State University, Chico  
Chico, CA 95929

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San Francisco, CA 94108  
Attn: Rev. Harry Chuck

Cathedral School for Boys  
1275 Sacramento Street  
San Francisco, CA 94108  
Attn: Rev. Malcolm Manson

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1525 Grant Ave.  
San Francisco, CA 94133

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Neighborhoods  
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Newsletter  
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San Francisco, CA 94107

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Joseph Cortiz  
2853 22nd Street  
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Michael Crowe  
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Downtown Association  
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Lynn Eltizer  
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Daly City, CA 94014

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San Francisco, CA 94109  
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San Francisco, CA 94104  
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San Francisco, CA 94109

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San Francisco, CA 94114

0221/009

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Oakland, CA 94602

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San Francisco, CA 94108

0221/120

Jack Essex  
1810 Hillside Road, No. 1  
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San Francisco, CA 94115

0221/122

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Robert Mahony, et. al.  
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Attn: Marc DuPlan Lee,  
Canon Chancellor

PROJECT ARCHITECT

William Turnbull Associates  
Pier 1½  
The Embarcadero  
San Francisco, CA 94111  
Attn: Paul Lobush

PROJECT ATTORNEY

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San Francisco, CA 94104  
Attn: Zane Gresham, Sarah Rockwell

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## IX. APPENDICES

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APPENDIX A: Initial Study

APPENDIX B: Architectural Resources

APPENDIX A: INITIAL STUDY

NOTICE THAT AN  
ENVIRONMENTAL IMPACT REPORT  
IS DETERMINED TO BE REQUIRED

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Date of this Notice: January 9, 1992

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Lead Agency: City and County of San Francisco, Department of City Planning  
450 McAllister Street, 5th Floor, San Francisco, CA 94102

Agency Contact Person: Hillary E. Gitelman Telephone: (415) 558-6384

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Project Title: Project Sponsor: Grace Cathedral  
91.121E: Grace Cathedral Expansion Project Contact Person: Paul Lobush

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Project Address: 1051 Taylor Street; block bounded by Taylor, Jones,  
California, and Sacramento Streets

Assessor's Block(s) and Lot(s): Block 246, Lot 1

City and County: San Francisco

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**Project Description:** The project proposal is to construct a new staircase to the Cathedral with approximately 6,500 sq. ft. of meeting rooms and a gift shop located below, a new 16,300 sq. ft. Chapter House and landscaped plaza north of the Cathedral, an underground parking structure (about 115 spaces) between the Cathedral and Sacramento Street, and approximately 11,250 sq. ft. in two additions to the Cathedral School for Boys. The project would require demolition of the Cathedral House, elimination of the existing stairs to the Cathedral and the space beneath them, removal and/or relocation of portions of the Crocker Fence which partially surrounds the Cathedral property, and removal of a 65-space surface parking lot. The existing Diocesan House and the Cathedral proper would remain unchanged. Vehicle access to the site would be relocated from Sacramento Street to Taylor Street.

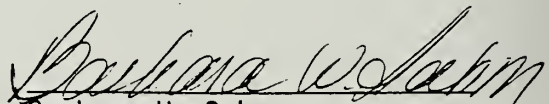
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**THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED.** This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.  
Please see attached Initial Study.

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Deadline for Filing of an Appeal of this Determination to the City Planning Commission: January 20, 1992.

An appeal requires: 1) a letter specifying the grounds for the appeal, and;  
2) a \$75.00 filing fee.

  
Barbara W. Sahn  
Environmental Review Officer

GRACE CATHEDRAL EXPANSION  
INITIAL STUDY  
91.121E

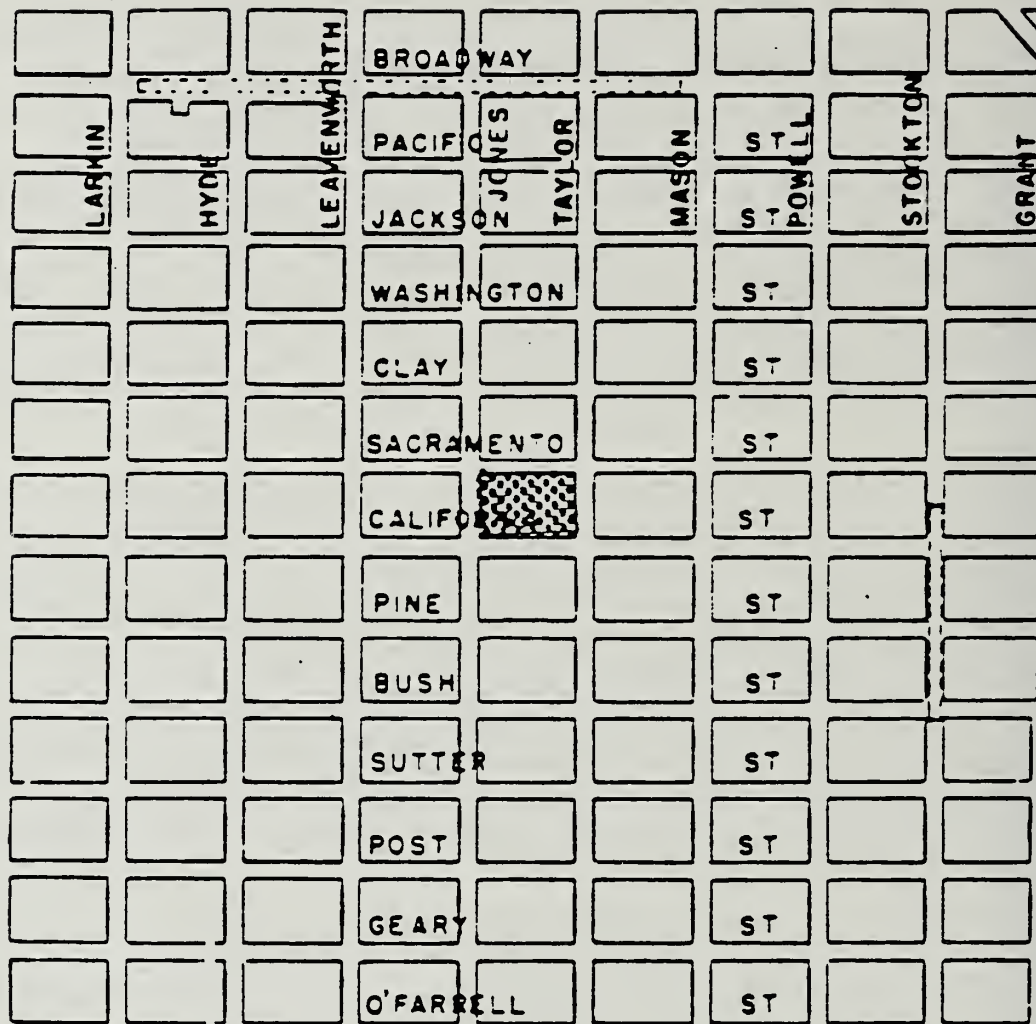
I. PROJECT DESCRIPTION

The proposed Grace Cathedral Expansion would include construction of a new staircase from Taylor Street to the main doors of the Cathedral, a new Chapter House and landscaped plaza north of the Cathedral with an approximately 115-space underground parking structure below, an approximately 11,000 sq. ft. addition on the east side of the Cathedral School For Boys, and an approximately 250 sq. ft. addition to the School's north side. The project would require the demolition of the Cathedral House, elimination of the existing stairs to the Cathedral, removal and/or relocation of portions of the Crocker Fence which partially surrounds the Cathedral property, and removal of a 65-space surface parking lot. The existing Diocesan House and the Cathedral proper would remain unchanged. The Cathedral Close, including the Cathedral, Cathedral School, Diocesan House, and Crocker Fence, and excluding the Cathedral House and the existing parking lot, is designated City Landmark No. 170.11/

The project site (Assessor's Block 246, Lot 1) is the block bounded by Taylor, Jones, California, and Sacramento Streets, at the summit of Nob Hill. (See Figure 1, p. 2.) The site currently contains the main Cathedral building, the Cathedral School For Boys (northwest corner), the Diocesan House (northeast corner), the Cathedral House (east side), and existing staircase (southeast corner), a 65-space surface parking lot which is entered from Sacramento Street west of the Diocesan House, and portions of the Crocker gate, walls, and fence. (See Figure 2, p. 3.) Huntington Park is across Taylor Street, east of the project site. The site is within an RM-4 (Residential Mixed, High Density) District. The site is also within a 65-A Height and Bulk District, which limits the maximum allowable height to 65 feet with certain bulk restrictions above 40 feet. The proposed Chapter House and school addition would not exceed 40 feet in height.

The proposed project would contain about 6,500 sq. ft. of meeting rooms and a gift shop facing Taylor Street beneath the new staircase. The three-story Chapter House, which would be approximately 35 by 170 feet in plan (oriented along Sacramento Street), would contain public rooms on the ground floor, offices above, and three residential units, for a total of about 16,300 sq. ft. (See Figure 2, p. 3, and Figure 3, p. 4.) The four-story school addition, which would be approximately 30 by 90 feet in plan (oriented perpendicularly to Sacramento Street) would contain seven classrooms and one administrative office. Another approximately 250 sq. ft. would be added to the School's library at ground level on the north side of the building.

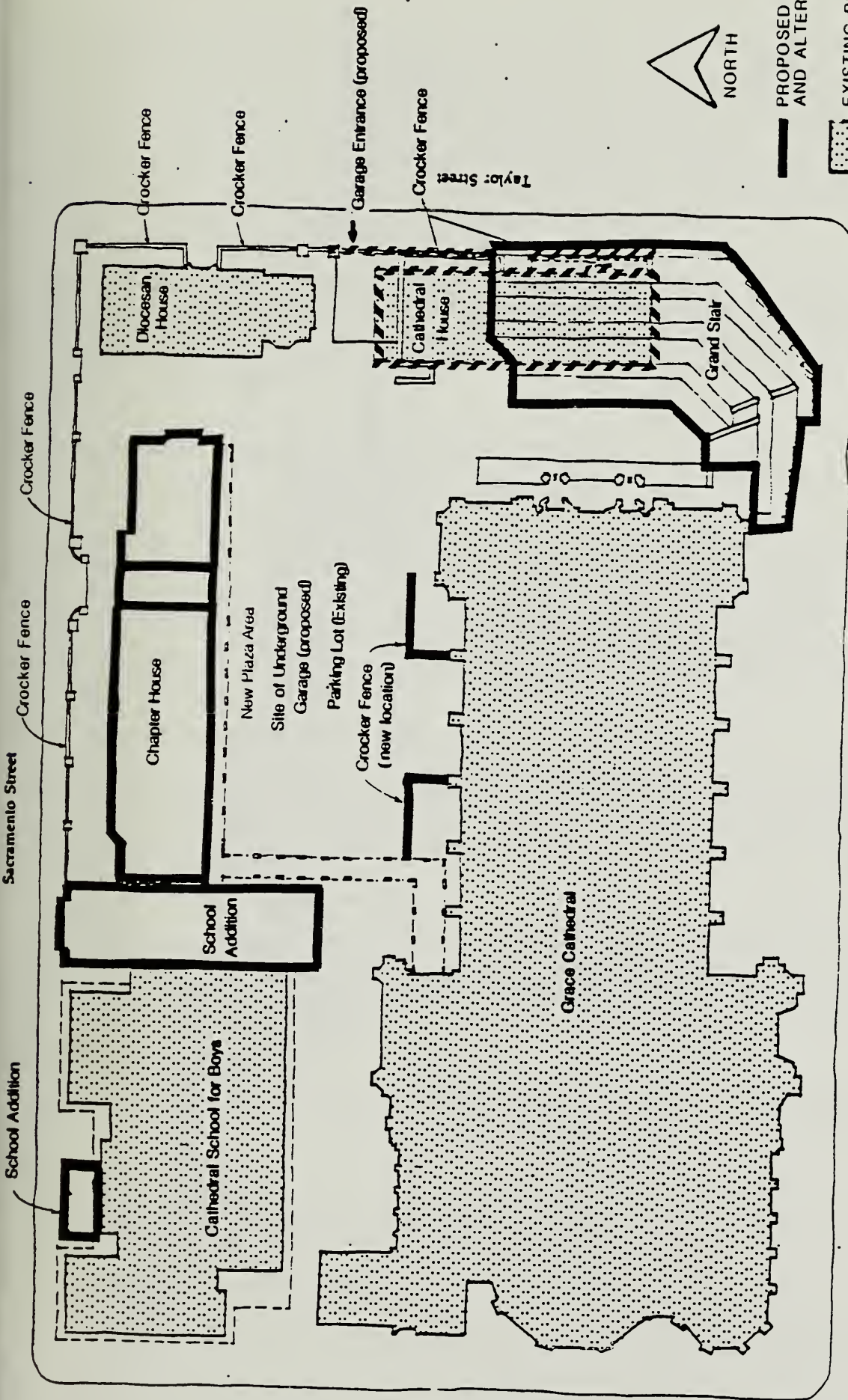
Following demolition and construction, the project would result in a net increase of about 13,750 sq. ft., of which approximately 11,250 sq. ft. would be additions to the Cathedral School for Boys. While they are included in this project for the purpose of environmental review (and the foundation for the larger addition would be constructed in coordination with the proposed parking structure), the school additions might be constructed several years after completion of other portions of the project.



GRACE CATHEDRAL: VICINITY MAP

FIGURE 1

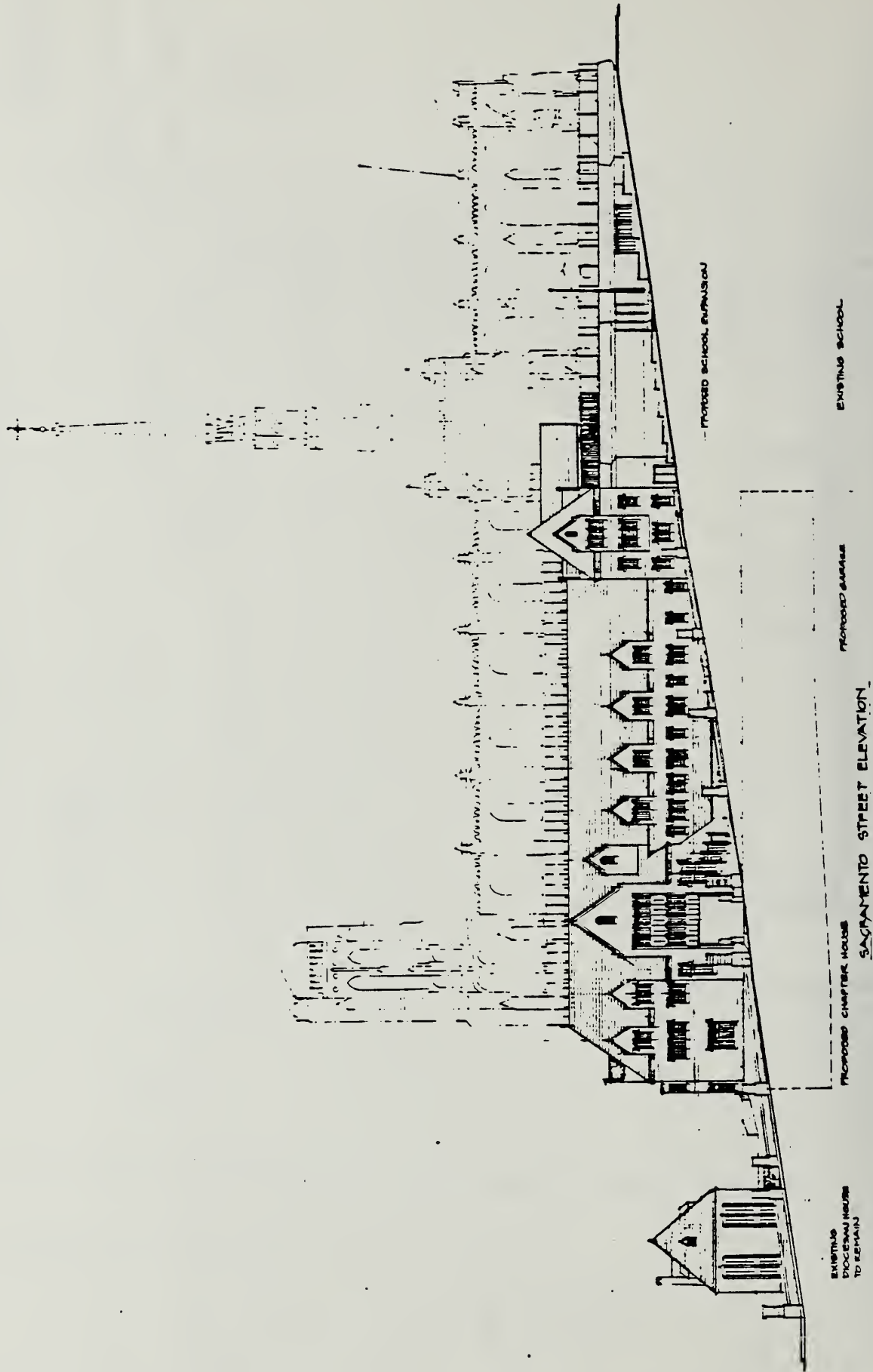
91.121E: GRACE CATHEDRAL EXPANSION



A.4 Jones Street

**SITE PLAN SHOWING EXISTING BUILDINGS AND  
PROPOSED ALTERATIONS AND ADDITIONS**  
(drawing by William Turnbull Associates 10/91)

**FIGURE 2**



SACRAMENTO STREET ELEVATION SHOWING PROPOSED CHAPTER HOUSE  
AND SCHOOL EXPANSION (drawing by William Turnbull Associates 10/91)

The proposed parking garage would be constructed on two levels underground, for a total of 45,500 sq. ft. (about 115 spaces). There would be about 50 net new spaces, as the 65 existing spaces would be eliminated. Vehicle access to the site would be relocated from Sacramento Street to Taylor Street. Primary open space would be relocated from an area west of the existing Cathedral House to an approximately 10,000 sq. ft. landscaped plaza located at grade, above the parking garage, between the proposed Chapter House and Cathedral. The total amount of useable open space would increase as a result of the project by an estimated 10,000 sq. ft.

Project construction would take approximately 16 months and is dependent on ongoing fundraising efforts. The total construction cost is estimated at \$8,000,000. The project sponsor is Grace Cathedral Corporation, affiliated with the Episcopal Diocese of California. The project architect is William Turnbull Associates of San Francisco.

## II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

### A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The Grace Cathedral Expansion project is examined in this Initial Study to identify potential effects on the environment. Some potential effects have been determined to be potentially significant, and will be analyzed in an environmental impact report (EIR). These potential effects include architectural, historic, and cultural resources; shadow; and transportation. Other issues that will be included in the EIR for informational purposes are land use and urban design.

### B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential effects were determined either to be insignificant or to be mitigated through measures included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR:

#### Land Use:

While the physical configuration of structures on the site would change as a result of the project and there would be some intensification of use, there would be no change in the type of uses contained on the site.

#### Views:

Located at the summit of Nob Hill, the project would not substantially change scenic views of the Bay or of surrounding areas available to the public.

#### Glare:

The project would not use mirrored glass. Exterior lighting would be aimed or shielded to prevent glare on adjacent properties.

#### Population/Housing/Employment:

The project would result in the demolition of two dwelling units in the

Cathedral House and the construction of three dwelling units in the proposed Chapter House. The school expansion might result in the creation of two additional jobs; the underground parking structure might also require the addition of one to three new attendants/employees.

#### Noise:

After completion, building operation including project-related activities and project-related traffic would not perceptibly increase noise levels in the vicinity. Some increase in noise could be expected during construction. The project would be required to comply with the San Francisco Noise Ordinance during construction and regarding mechanical equipment noise.

#### Air Quality:

The project would not exceed the threshold established by the Bay Area Air Quality Management District (BAAQMD) which determines when projects require BAAQMD review for potential air quality impacts. Measures to mitigate potential air-quality impacts associated with excavation and construction activities are included as part of the project. (See p. 25.)

#### Utilities/Public Services:

The project would increase the demand for public utilities and services, but not in excess of amounts expected and provided for in the area.

#### Biology:

The project would require the removal or relocation of some plants and mature trees; one large Elm tree planted in 1933 would be removed. None of the plants or trees to be removed are known to be rare or endangered species. Most existing vegetation would be retained and incorporated into a landscape plan for the site.

#### Geology/Topography:

A preliminary geotechnical investigation has been completed, and detailed foundation and related structural design studies would be prepared by a California-licensed engineer prior to commencement of construction. The project sponsor and contractor would follow the recommendations of the final report regarding any excavation and construction for the project.

#### Water:

The project site is mostly covered by impervious surfaces. The project would be designed to improve existing drainage conditions on the site.

#### Energy/Natural Resources:

The project would be constructed to comply with performance standards of Title 24 of the California Code of Regulations, regarding energy conservation. The net increase in annual energy consumption as a result of the project would be approximately 1.6 billion Btu.

## Hazards:

The project would involve the demolition of a structure which might contain asbestos. The project sponsor would comply with applicable regulations regarding the removal and disposal of asbestos containing materials. These regulations and procedures, established as a part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a level of insignificance. The Cathedral School's Emergency Response Plan would be amended to incorporate the proposed school additions. All portions of the project would comply with standards of the Building Code and the Fire Code which are intended to ensure fire safety.

### III. ENVIRONMENTAL EVALUATION CHECKLIST

#### A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

Not  
Applicable Discussed

- |   |          |          |
|---|----------|----------|
| 1) Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable. | _____    | <u>X</u> |
| *2) Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.                | <u>X</u> | _____    |

The proposed project is within an RM-4 (Residential Mixed, High Density) Zoning District, and a 65-A Height and Bulk District, which limits the maximum allowable height to 65 feet with certain bulk restrictions above 40 feet. The project is being proposed as a Planned Unit Development (PUD) under section 304 of the City Planning Code. Consideration of a project as a PUD is permitted for sites greater than one-half acre in size. According to Section 304(a):

The procedures for Planned Unit Developments are intended for projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood, and the City as a whole. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well reasoned modification of certain of the provisions contained elsewhere in this Code.

Under Section 304, the project sponsor will be requesting City Planning Commission approval for modification of the standard side yard and rear yard requirements as part of the PUD. Planned Unit Developments require conditional use authorization from the City Planning Commission, including a public hearing, pursuant to Section 303 of the City Planning Code.

Because it involves a City Landmark, the proposed project, except for demolition of the Cathedral House and removal of the parking lot, would require a Certificate of Appropriateness pursuant to Section 1006.2 of the City Planning Code. Applications for a Certificate of Appropriateness in cases involving construction, removal, or demolition, require approval of the City Planning Commission following review and a recommendation by the Landmarks Preservation Advisory Board (LPAB). Review by the LPAB includes a public hearing.

\* Asterisks used throughout the text indicate language derived from State EIR Guidelines, Appendix G, Normally Significant Effect.

The project would require findings by the City Planning Commission that it complies with the requirements of Section 101.1 of the City Planning Code (Proposition M).

The relationship of the proposed project to the policies of the Master Plan and provisions of the Planning Code will be discussed in the EIR. The project would not conflict with other adopted plans and goals.

## B. ENVIRONMENTAL EFFECTS

### 1) Land Use- Could the project:

YES    NO    DISCUSSED

\*(a) Disrupt or divide the physical arrangement of an established community?

—    X    —

\*(b) Have any substantial impact upon the existing character of the vicinity?

—    X    X

The surrounding area is characterized by a mix of land uses, including small residential buildings and large apartment complexes, ranging in height from three to twenty or more stories. Several hotels and parking garages, and the Masonic Memorial Temple Building at 1111 California, across California Street from the site, are also located in the vicinity. Public open space in the area includes Huntington Park, across Taylor Street from Grace Cathedral.

The proposed project, containing meeting spaces, offices, class rooms, and other uses related to the Cathedral's religious, educational, and service functions, would not change the land uses on the site, but would rearrange their current placement. The scale of development on the Cathedral property would continue to be dominated by the Cathedral itself. Thus, the project would not change the existing character of the neighborhood.

The project could result in some intensification of the existing land uses on the site. Most notably, the existing Cathedral School for Boys would be expanded by approximately 11,250 sq. ft., from about 17,000 sq. ft. (existing) to about 28,250 sq. ft. (proposed). The proposed expansion would add seven new classrooms and some additional library space, as well as additional storage space and an administrative office. The new classrooms would accommodate existing activities which are currently held in the basement of the Cathedral and might allow an increase in the number of students attending the Cathedral School. In recent years, the schools enrollment has ranged from 185 to 210 students with a staff of approximately 30. The school expansion would result in a maximum increase of about 30 students in grades five through eight and two staff members. No change is anticipated in the number of students in grades K through four, or in the number participating in the school's day care program./2/

In addition to the new square footage associated with the school expansion, the proposed Chapter House and the area under the proposed staircase would contain approximately 2,500 net new sq. ft. (about 23,910 sq. ft. minus the 21,325 sq. ft. in the existing Cathedral House and under-stair spaces). Parking facilities on the site would be expanded to accommodate about 115 spaces, about 50 more spaces than currently (65).

According to the project sponsor, the existing Cathedral House currently includes six meeting spaces used for public gatherings, with a total occupancy of

approximately 140 individuals, although not all spaces are necessarily occupied at one time. The Cathedral and its constituency also make use of classroom space and spaces in the Cathedral Crypt level (under the existing staircase) which accommodate a total of approximately 470 individuals.

The proposed project would eliminate all meeting space in the Cathedral House and one meeting space on the Crypt level of the Cathedral with occupancy for 40 individuals. The proposed Chapter House would include seven spaces which could be used for public gatherings accommodating up to approximately 390 individuals. The Cathedral Crypt level would also include three new meeting spaces under the proposed staircase, and would accommodate approximately 280. Thus, the net new meeting spaces created by the project would be three (one in the Cathedral House and two under the staircase) and the total net new capacity would be approximately 500 persons./3/

In addition to the daily and weekly meetings which typically utilize the existing meeting spaces on the Cathedral property as noted, up to 24 annual events currently take place in the Cathedral itself, the space between the Cathedral and the Cathedral House, in the largest Crypt level meeting space, and in the parking lot. In one recent instance, an annual event drew over 2,000 people to the site. The landscaped courtyard proposed for above the parking structure would replace the surface parking lot and be used for some of these special events.

According to the project sponsor, the new meeting spaces proposed would initially be used by the congregation of Grace Cathedral and members of the community on the same daily and weekly basis that current spaces are utilized. The size of groups using the facilities would not immediately change. (Meeting spaces would continue to be used by community groups such as Alcoholics Anonymous and Nob Hill Neighbors.) Events, including baptisms, weddings, funerals, and receptions, would also continue to be accommodated with the same frequency. Chapter House functions would be more accessible than current activities, due to the provision of handicapped parking and elevator access to all floors of the proposed building. The Cathedral building itself would remain the principal venue on the site, and there would be no change in the size or frequency of events which draw the largest attendance to the site (i.e. holiday services and annual events)/4/.

At some time in the future, there might be an increase in demand for meeting space, which the proposed meeting rooms in the Chapter House and the Crypt level would help to accommodate. Any resulting increase in the frequency and size of meetings at the site might contribute incrementally to an increase in population and traffic congestion in the vicinity of the Cathedral. The increase in population and congestion related to the current project proposal (i.e. intensification of the current land use) would ultimately be limited by the increase in capacity described above, that is, a total maximum capacity increase of about 500 persons dispersed among the various meeting areas and meeting times.

The environmental analysis of the project does not assume any substantial intensification of use, for the following two reasons. First, the increase in total capacity would not, by itself, increase use of the site. Second, although some future demand for meeting space might be accommodated, data on existing use of the Cathedral facilities indicates that all meeting spaces are not used to capacity now (i.e. not at their total, combined capacity), and it can be assumed that any future demand would be also be distributed among various meeting spaces which would not be fully occupied all at the same time.

Although the potential effects of the project on land use in the area require no further analysis in the EIR, some additional discussion will be included there for informational purposes.

2) <u>Visual Quality</u> - Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*(a) Have a substantial, demonstrable negative aesthetic effect?	—	<u>X</u>	<u>X</u>
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?	—	<u>X</u>	<u>X</u>
(c) Generate obtrusive light or glare substantially impacting other properties?	—	<u>X</u>	<u>X</u>

Urban design aspects of the proposed project will be discussed in the EIR for informational purposes.

The primary scenic views currently available to the public in the vicinity of the project site correspond to the public rights-of-way which allow vistas of the City and the Bay in several directions. The heights of surrounding buildings limit views outside of these rights-of-way. The proposed project would remain within the existing boundaries of the site and would not intrude on any public right-of-way. Existing public vistas from Huntington Park, except those of the Cathedral itself, would not be affected by the project.

Some views of the Cathedral property would change, as would some views across the Cathedral property. Specifically, views of the Cathedral facade from Huntington Park would expand following demolition of the Cathedral House and construction of the proposed stairs. In addition, private views from the buildings which currently face Grace Cathedral across Sacramento Street would be partially obstructed by the proposed Chapter House and school expansion. (See Figure 3, p. 4.) While the project would obstruct some private views, it would not block scenic views now available to the public. Views require no further analysis and will not be discussed in the EIR.

The project would comply with City Planning Commission Resolution 9212 which prohibits the use of mirrored or reflective glass. Any exterior lighting associated with the project would be shielded to limit glare on adjacent properties. Glare requires no further analysis and will not be discussed in the EIR.

3) <u>Population</u> - Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*(a) Induce substantial growth or concentration of population?	—	<u>X</u>	<u>X</u>
*(b) Displace a large number of people (involving either housing or employment)?	—	<u>X</u>	<u>X</u>
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	—	<u>X</u>	—

The Cathedral and other existing buildings on the site currently accommodate events which range in size from under 10 for the regularly scheduled morning Holy Eucharist, to over 2,000 for one-time special events such as the Dalai Lama address in April of 1991.

The proposed project would result in the demolition of two dwelling units in the Cathedral House and the construction of three dwelling units in the proposed Chapter House. According to the project sponsor, the residential units would not be rented, but would be occupied by guests of the Cathedral and retired Cathedral employees, as are the units to be demolished.

The project would most likely result in the addition of about two teachers to the staff of the Cathedral School, and might also require one to three new staff members to supervise the proposed parking structure. There would be no other change in employment levels as a result of the project.

The project would most likely also result in an increase in the number of students attending the Cathedral School (from approximately 210 to 240 -- an increase of about 30), and could accommodate some future increase in demand for meeting space, potentially resulting in an increase in the number and size of programs on the site. Three (net) new meeting spaces would be created by the project and would result in an increase in capacity of approximately 500 additional individuals. Since concurrent use of all meeting spaces at their maximum capacity would be highly unusual, this analysis of project impacts does not assume any substantial intensification of use despite the increased capacity. (See land use discussion above.) Population will be discussed in the EIR only as it relates to potential transportation impacts.

4) <u>Transportation/Circulation</u> - Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	—	<u>X</u>	<u>X</u>
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	—	<u>X</u>	<u>X</u>
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	—	<u>X</u>	<u>X</u>
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	—	<u>X</u>	<u>X</u>

The proposed project would eliminate 65 existing off-street parking spaces and provide about 115 spaces, for an increase of about 50 spaces. Vehicular access to the site would be relocated from a one-lane driveway on Sacramento Street, which is a single-lane transit and residential street, one-way westbound, to Taylor Street, which is a two-way street running north-south. The new access would include both an entry and exit lane. The project could cause an increase in traffic and parking demand. The EIR will discuss potential effects of the project related to traffic and parking. Construction traffic impacts will also be discussed in the EIR.

5) <u>Noise</u> - Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*(a) Increase substantially the ambient noise levels for adjoining areas?	—	<u>X</u>	<u>X</u>
(b) Violate Title 24 Noise Insulation Standards, if applicable?	—	<u>X</u>	<u>X</u>
(c) Be substantially impacted by existing noise levels?	—	<u>X</u>	<u>X</u>

Project construction would temporarily increase noise levels in the vicinity of the site for a period of approximately 16 months. Construction noise levels would vary, depending on the construction phase, equipment used, the distance between the noise source and listener, and any barriers between the noise source and listener. Project construction would occur in several stages: demolition,

excavation and foundation preparation, framing, and finishing. Throughout the construction period there would be truck traffic to and from the site, hauling away debris and excavated materials, or delivering building materials. According to a preliminary geotechnical report, heavy ripping equipment would be necessary during excavation in a few areas of the site if fresh gray sandstone were encountered. In other areas, conventional equipment would be sufficient.<sup>5/</sup> Construction of the parking structure would require excavation to a depth of 30 feet (approximately 24,500 cubic yards of material would be removed). The proposed buildings would be supported on spread footings founded at shallow depth; pile driving would not be required. The average noise level of construction activities other than pile driving has been measured at between 78 and 89 dBA.<sup>6/</sup>

The project would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Article 2900, which regulates noise. The ordinance requires that noise created by construction equipment other than impact tools not exceed 80 dBA at a distance of 100 ft. from the source. Impact tools (e.g. jack hammers) must have both intake and exhaust muffled to the satisfaction of the Department of Public Works. Section 2907 of the Ordinance limits equipment noise levels at the property line unless a special permit is authorized by the Director of Public Works. These required measures would limit temporary noise impacts associated with construction activities.

The noise environment of the site, like much of San Francisco, is dominated by vehicular traffic noise. The proposed project would not change land uses on the project site, and would not introduce or intensify receptors sensitive to traffic noise.

Title 24 of the California Government Code of Regulations establishes uniform noise insulation standards for residential projects. Title 24 Noise Standards would be applicable to the three dwelling units which are proposed as part of the Chapter House. The Bureau of Building Inspection would review the final building plans to insure that the building wall and floor/ceiling assemblies for the units meet State standards regarding sound transmission.

Project-related activities and operation of the proposed Cathedral facilities would not result in perceptibly greater noise levels than those existing in the vicinity. To produce a noticeable increase in environmental noise, a doubling of existing traffic volume would be required. A traffic increase of this magnitude would not occur as a result of the proposed project.

As described above, the project would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Article 2900, which regulates mechanical equipment noise. The project site and surrounding area are within a RM-4 (Residential Mixed, High Density) Zoning District. In this district, the ordinance limits equipment noise levels at the property line to 60 dBA between 7 a.m. and 10 p.m. and 55 dBA between the hours of 10 p.m. and 7 a.m. During lulls in traffic, mechanical equipment associated with operation of

the proposed facilities and generating 60 dBA could dominate the noise environment at the site. The project engineer and architect would include design features in the proposed buildings to limit mechanical equipment noise levels to 55 dBA. Equipment noise levels would not be perceptible above the ambient noise levels in the area. Noise will not be discussed in the EIR.

6) <u>Air Quality/Climate</u> - Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	—	<u>X</u>	<u>X</u>
*(b) Expose sensitive receptors to substantial pollutant concentrations?	—	<u>X</u>	—
(c) Permeate its vicinity with objectionable odors?	—	<u>X</u>	—
(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	—	<u>X</u>	<u>X</u>

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size projects which the District considers capable of producing air quality problems. The project would not exceed this minimum standard. Therefore, no significant air quality impacts would be generated by the proposal.

Construction activities would temporarily affect local air quality in the vicinity. Demolition, excavation, grading, and other construction activities would temporarily affect local air quality for about 16 months, causing a temporary increase in particulate dust and other pollutants. Dust emission during demolition and excavation would increase particulate concentrations near the site. Dustfall can be expected at times on surfaces within 200 to 800 feet. Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed primarily of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronics or communication equipment. The project sponsor would require the contractor to wet down the construction site twice a day during construction to reduce particulates by at least 50 percent, would require covering soil, and, and other material, and would require street sweeping around demolition and construction sites at least once per day. (See mitigation measure, p. 25.)

Diesel-powered equipment would emit, in decreasing order by weight, nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. This would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards. The project sponsor would require the project contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions. (See mitigation measure, p. 25.)

Temporary construction-related and project-related air quality effects require no further analysis and will not be discussed in the EIR.

The City Planning Code Section 148, Reduction of Ground-Level Wind Currents in C-3 (Downtown Commercial) Districts, requires buildings to be shaped so as not to cause ground-level wind currents to exceed, more than 10 percent of the time, 11 mph in substantial pedestrian use areas, and 7 mph in public seating areas. Similarly, the City Planning Code requires that buildings not cause equivalent wind speeds to reach or exceed the hazard level of 26 mph for a single full hour of the year, or 0.01% of the time. The wind ordinance is defined in terms of equivalent wind speed, an average wind speed (mean velocity) adjusted to include the level of gustiness and turbulence./7/ The project site is located in an RM-4 (Residential Mixed, High Density) District in which the City Planning Code wind requirements do not apply. For the purposes of this analysis, however, the project is examined in relation to the 7 mph and 11 mph comfort criteria and the 26 mph hazard criterion.

U.S. Weather Bureau data shows that westerly to northwesterly winds are the most frequent and strongest winds during all seasons in San Francisco. Based on past wind-tunnel test data for a project at 1300 Sacramento Street interpreted to reflect current methodology, as well as a visit to the site, existing winds in the project vicinity currently exceed the 11 mph pedestrian comfort criterion along Jones Street from Clay to California Streets, along Sacramento Street between Leavenworth and Taylor Streets, and on California Street midway between Jones and Taylor Streets. The 26 mph hazard criterion is exceeded at locations along Jones Street. Extrapolation of the available data suggests that, although exceedences of the pedestrian comfort criterion may exist, the hazard criterion is not exceeded on the Taylor Street frontage./8/

While new multi-story development, particularly high-rise development, in the project vicinity would have the potential to create adverse winds or aggravate existing conditions, it is not anticipated that structures of the scale of the proposed project would have much effect on the local wind environment. On a very local level (i.e., within the Grace Cathedral block), increases and decreases of several miles per hour could occur as a result of the proposed project. However, in the case where a hazard exceedence already occurs in the existing setting, the addition of the project would not be expected to either contribute to, or reduce measurably, that exceedence. With the demolition of the existing Cathedral House and the removal of trees located at the northeast corner of the Cathedral, it is likely that winds in the area of the (existing and proposed) Cathedral steps would increase. However, the construction of the proposed Chapter House and the introduction of new landscaping would provide some protection from the predominant winds. It is not anticipated that project-related wind effects on the steps would result in changes of more than a few miles per hour. Further, with the expansion of the Cathedral School, additional protection from the predominant winds would be provided.

In summary, except for the increases and decreases in local wind speeds described above, it would not be expected that the project, with or without the Cathedral School Expansion, would have a substantial effect on the existing wind environment in the area. Further, due to the relatively small scale of the proposed buildings, it is unlikely that these structures could be designed to measurably improve existing ambient wind conditions or to mitigate the occurrence of any hazardous winds. The project sponsor has agreed to take existing windy conditions in the project area into account when developing the final design of on-site pedestrian areas. In the immediate vicinity of those areas modified by the proposed project, landscaping or screening would be incorporated wherever

feasible, to provide pedestrians using the project site with protection from winds blowing from the west to northwest. Potential wind effects of the project require no further analysis and will not be discussed in the EIR.

The City's sunlight ordinance (City Planning Code Section 295) was adopted in response to Proposition K (passed, November 1984) in order to protect from new shadow open spaces under the jurisdiction of (or designated to be acquired by) the Department of Recreation and Park. Section 295 protects these spaces from shadowing from one hour after sunrise to one hour before sunset, year round.

Because the proposed development would not exceed 40 feet in height, the project is not subject to the requirements of Section 295. The project would, however, change to some extent the location and duration of shading currently observed in Huntington Park and on streets and sidewalks in the vicinity. Potential shadow impacts will be discussed in the EIR.

7) <u>Utilities/Public Services</u> - Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*(a) Breach published national, state or local standards relating to solid waste or litter control?	—	<u>X</u>	—
*(b) Extend a sewer trunk line with capacity to serve new development?	—	<u>X</u>	—
(c) Substantially increase demand for schools, recreation or other public facilities?	—	<u>X</u>	—
(d) Require major expansion of power, water, or communications facilities?	—	<u>X</u>	<u>X</u>

The project could increase demand for and use of public services and utilities on the project site and increase water and energy consumption, but not in excess of amounts expected and provided for in the area. The proposed project's potential effect on utilities and other public services requires no further analysis and will not be discussed in the EIR.

8) <u>Biology</u> - Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*(a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	—	<u>X</u>	<u>X</u>
*(b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	<u>X</u>	—
(c) Require removal of substantial numbers of mature, scenic trees?	—	<u>X</u>	<u>X</u>

About 10 to 15 mature trees and an assortment of other plant materials on the site would be removed or relocated to make way for the proposed project. Plants and trees to be removed include the following:

- a large American Elm, planted in 1933 and located at the northeast corner of the Cathedral building;
- three sycamore trees at the periphery of the site on California and Taylor Streets;
- seven pine trees and ground cover from the site of the proposed school expansion;

- junipers, olives, pines, cedars, and other small plants from around the Diocesan House;
- ivy and other small plants from the periphery of the existing parking lot.

The two palm trees at the north edge of the site would be relocated and retained. Most of the existing trees and other plant materials on the project site would be retained in their current location and would be incorporated into a landscape plan for the site; the plan would add approximately 20 to 30 new trees of various sizes to the site, along with assorted small plants. There is no evidence that any rare or endangered variety of trees/plants would be affected by the proposed project./9/ There is also no evidence of rare or endangered animal habitat on the site.

These matters require no further analysis and will not be discussed in the EIR.

9) <u>Geology/Topography</u> - Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction).	___	<u>X</u>	<u>X</u>
(b) Change substantially the topography or any unique geologic or physical features of the site?	___	<u>X</u>	<u>X</u>

The project site is at the top of Nob Hill, at an elevation of between 278 and 338 feet above San Francisco Datum (SFD)./10/ The site slopes down to the east, and is partially underlain by zero to ten feet of loosely placed fill of construction debris and clayey sand. Below the fill, and in areas where there is no fill, there is approximately three feet of residual soil and then layers of shale and graywacke sandstone of the Franciscan Formation with clayey seams throughout./11/ During the preliminary investigation, seepage zones were found below seven feet in one boring location and below 20 feet in another; these seepage zones were attributed to perched water and not to the groundwater table./12/

Excavation for the project foundation and underground parking structure would be conducted to about 30 feet below the existing ground surface. About 24,500 cubic yards of material would be excavated./13/

According to the preliminary report, the proposed structures would be supported on foundations of spread footings and end-bearing piers founded on rock. The spread footings would be founded on rock at least 10 feet below existing grade and at or below the elevation of existing foundations. End-bearing drilled piers could be used in areas where subsurface conditions (fill thickness or residual soil) would make excavation for spread footings too costly. Basement walls would be designed to resist soil and rock pressures; drainage would be provided near basement walls and beneath the floor slab. Side wall shoring and possibly some underpinning of existing foundations would be required during excavation./14/

Detailed foundation and related structural design studies would be prepared for the project by a California-licensed structural engineer and reviewed by a geotechnical engineer. These final, more detailed investigations would determine actual design parameters and construction methods to be followed. The building contractor must comply with the San Francisco Building Code and the Excavation Standards of the California Occupational Safety and Health Agency.

The closest active faults to San Francisco are the San Andreas Fault, about 8-1/2 miles west of the site, and the Hayward Fault, about 11 miles east of the site. The site is not located in a special geologic study area as mapped by the City. The project area would experience strong ground-shaking in a major earthquake (Intensity Level D; general but not universal fall of brick chimneys, cracks in masonry and brickwork)./15/ According to the preliminary geotechnical report, loose fill materials on the site would not be susceptible to liquefaction during a major earthquake, but might densify, resulting in some settlement of paved areas surrounding the proposed structures./16/

The project sponsor would follow the recommendations of final foundation and structural reports regarding any excavation and construction on the site. The new structures would include earthquake-resistant design and materials and would meet current seismic engineering standards of the San Francisco Building Code. The project would replace a building on the site built prior to current seismic code standards. In general, buildings built prior to current seismic code standards would be more susceptible to earthquake damage than the proposed structures. These issues require no further analysis and will not be discussed in the EIR.

10) <u>Water</u> - Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*(a) Substantially degrade water quality, or contaminate a public water supply?	___	<u>X</u>	___
*(b) Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	___	<u>X</u>	___
*(c) Cause substantial flooding, erosion or siltation?	___	<u>X</u>	<u>X</u>

The project site is largely covered by impervious surfaces. The proposed project would not change this site characteristic, but would cover portions of the site with buildings and landscaped open area above an underground parking structure. Drainage patterns would change, and could be improved as a result of the project. Site runoff would continue to drain into the City's combined sanitary and storm drainage system. This topic requires no further analysis and will not be included in the EIR.

11) <u>Energy/Natural Resources</u> - Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*(a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	___	<u>X</u>	<u>X</u>
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	___	<u>X</u>	<u>X</u>

Annual energy consumption by existing uses on the site is approximately 468,000 kWh of electricity and 9,374 therms of natural gas, equal to approximately 5.8 billion Btu at the source./17/

Removal of existing structures would require an unknown amount of energy. Fabrication and transportation of building materials, worker transportation, site development, and building construction would require about 42 billion Btu of gasoline, diesel fuel, natural gas, and electricity, equivalent to 7,500 barrels of oil./18/ Distributed over an estimated 50-year life of the project, this

would be about .84 billion Btu per year, or about 34 percent of the total net new annual energy requirements.

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these standards is submitted with the application for the building permit and is enforced by the Bureau of Building Inspection.

Table 1, on page 19, shows the estimated (net new) operational energy that would be used by the project. Project demand for electricity during PG&E's peak electrical load periods, July and August afternoons, would be about 43 kW, a negligible fraction of PG&E's peak load of 17,600 MW./19/ Project demand for natural gas during PG&E's peak natural gas load periods, January Mornings, would be about 2,000 cubic feet per day (2.2 million Btu), or about .000058 percent of PG&E's peak sendout of about 3.4 billion cubic feet per day./20/ Annual and peak daily electricity and natural gas consumption are shown in Figures 4 and 5, pages 20 and 21.

Increased San Francisco energy demands to the year 2000 would be met by PG&E from nuclear sources, oil and gas facilities, hydroelectric and geothermal facilities, and other sources such as cogeneration, wind, and imports. PG&E plans to continue receiving most of its natural gas from Canada and Texas under long-term contracts.

Energy impacts require no further analysis and will not be discussed in the EIR.

12) <u>Hazards</u> - Could the project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	___	<u>X</u>	<u>X</u>
*(b) Interfere with emergency response plans or emergency evacuation plans?	___	<u>X</u>	<u>X</u>
(c) Create a potentially substantial fire hazard?	___	<u>X</u>	<u>X</u>

Asbestos-containing materials may be found within the Cathedral House, which is proposed to be demolished as part of the project. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is delegated by the Environmental Protection Agency to enforce Federal regulations related to airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition. Notification includes the names and addresses of operations and persons responsible, including the contractor; description and location of the structure to be demolished including size, age and prior use, and the approximate amount of friable (easily crumbled or pulverized) asbestos; scheduled starting and completion dates of demolition; nature of planned demolition and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal

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TABLE 1: ESTIMATED PROJECT ENERGY USE/a/

Daily Natural Gas Consumption/b/

Estimated natural gas consumption per sq. ft.	89 Btu/c/
Estimated peak daily natural gas consumption	20 therms (2.2 million Btu)/d/

Monthly Electric Consumption/b/

Estimated electrical consumption per sq. ft.	1.10 kWh (11,300 Btu)/d/
Estimated electrical consumption	10,000 kWh (103 million Btu)

Annual Consumption

Estimated annual natural gas consumption	3,709 therms (410 million Btu)
Estimated annual electrical consumption	120,000 kWh (1.2 billion Btu)
Connected kilowatt load	49 Kilowatts
Estimated total annual energy consumption	1.6 billion Btu (276 barrels of oil)

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/a/ Energy use includes space conditioning, service water heating and lighting. Estimates were based on existing energy use (PG&E bills from 11/90 to 10/91) and adjusted proportionately based on the combined net new square footage proposed in the Chapter House and under-stair spaces. The project would have to comply with the more stringent energy conservation requirements of Title 24; therefore these estimates are most likely high. Note: monthly and annual figures may not match due to rounding-off.

/b/ These calculations were completed by Jeff Wehling of Environmental Science Associates, Inc., and are available for review in the project case file at the Department of City Planning, 450 McAllister Street, San Francisco.

/c/ Btu (British thermal unit): a standard unit for measuring heat. Technically, a Btu is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit (251.97 calories) at sea level.

/d/ Energy conversion factors:

one gallon gasoline	=	140,000 Btu
one kilowatt hour(kwh)	=	10,239 Btu
one therm	=	110,000 Btu
one barrel of oil	=	5,800,000 Btu

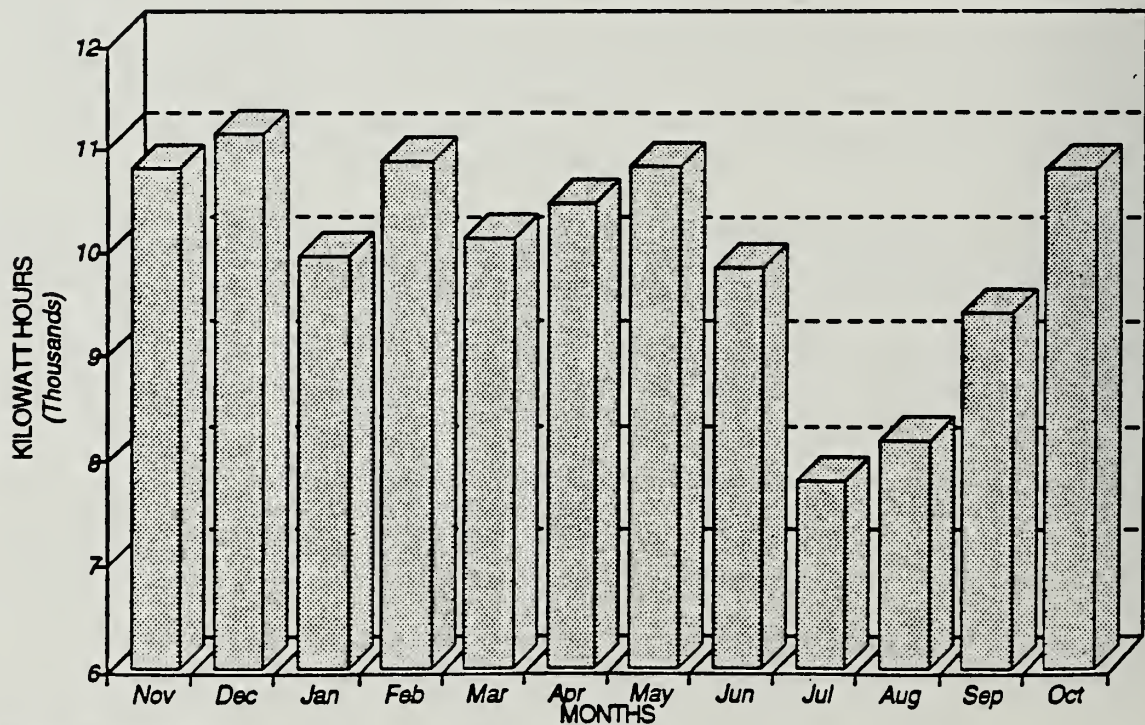
(based on information supplied by Environmental Science Associates, Inc.)

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**ESTIMATED PEAK DAILY ELECTRICITY CONSUMPTION  
GRACE CATHEDRAL EXPANSION**

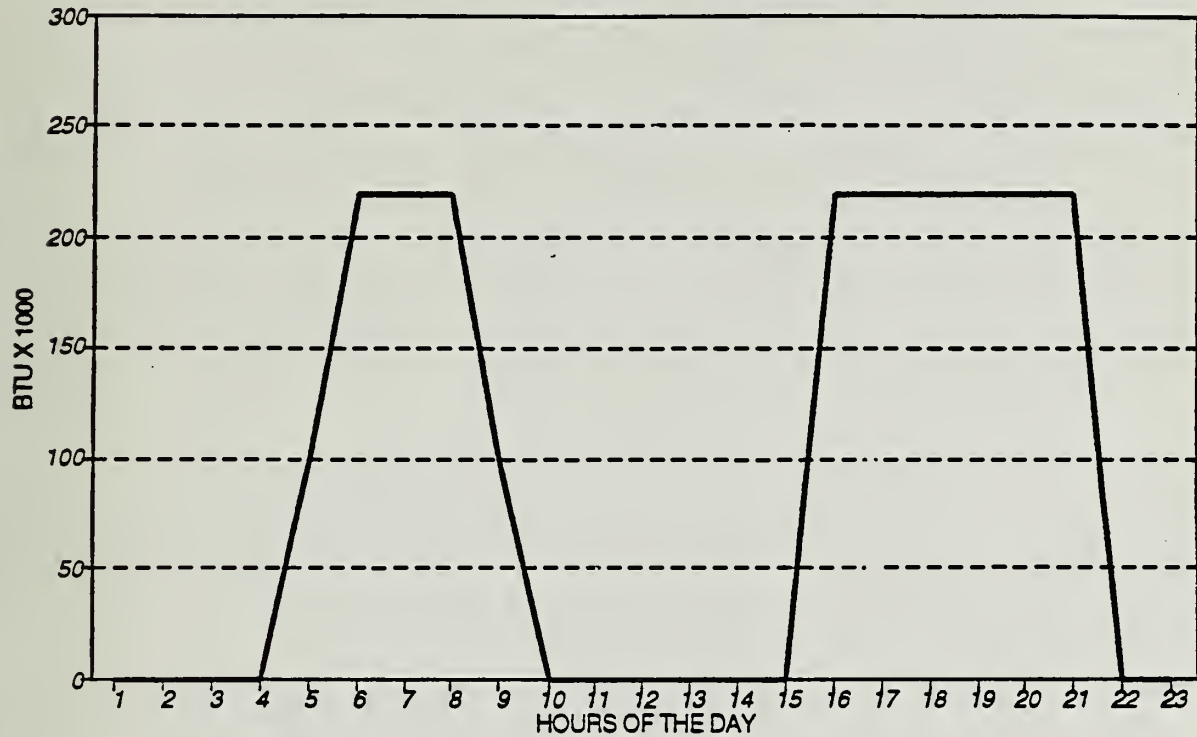


**ESTIMATED ANNUAL ELECTRICITY CONSUMPTION  
GRACE CATHEDRAL EXPANSION**

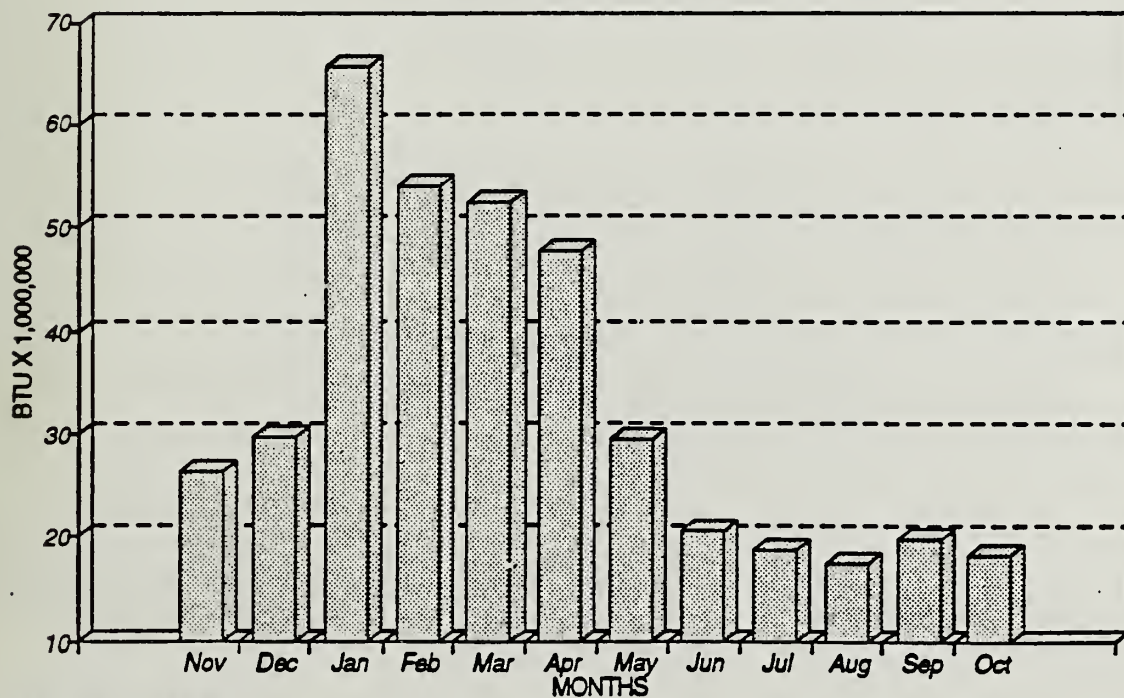


Data provided by ESA, INC.

**ESTIMATED PEAK DAILY NATURAL GAS CONSUMPTION  
GRACE CATHEDRAL EXPANSION**



**ESTIMATED ANNUAL NATURAL GAS CONSUMPTION  
GRACE CATHEDRAL EXPANSION**



Data provided by ESA, INC.

operations. In addition, the District will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 29 CFR 1926.58 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where demolition is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. The project sponsor would have the contractor conform to State regulations for the removal of toxic materials in the existing structures. Pursuant to California law, the Bureau of Building Inspection (BBI) would not issue the required demolition permit until the applicant has complied with the notice requirements described above. The sponsor would also follow the above procedures regarding the demolition of any portion of the school required to accommodate the proposed additions. These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance.

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. The project would conform to these provisions which require, among other things, development of both an exit drill plan and an emergency procedure manual for educational occupancies. The Cathedral School's existing plan would be amended to incorporate the school additions following their completion.

Hazards and fire safety require no further analysis and will not be discussed in the EIR.

13) Cultural - Could the project:

YES    NO    DISCUSSED

\*(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?

X           X

(b) Conflict with established recreational, educational, religious or scientific uses of the area?

       X       

(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?

X           X

The proposed parking structure, which would also support foundations of the school additions and Chapter House, would require excavation to a depth of about 30 feet. Archival research will be conducted regarding the possibility for recovering artifacts of potential significance; the results of that research will be included in the EIR.

The proposed project would require the removal and relocation of portions of the Crocker Fence and demolition of the Cathedral House, as well as other changes

within the boundaries of the Cathedral Close. The Cathedral Close, including the Cathedral, Cathedral School, Diocesan House, and Crocker Fence, and excluding the Cathedral House and existing parking lot, is designated City Landmark No. 170 and is subject to the provisions of Article 10 of the Planning Code. While not part of the designated Landmark, the Cathedral House was rated "3" in the 1976 Department of City Planning Architectural Survey. Work proposed within the boundaries of the Cathedral Close (except demolition of the Cathedral House and removal of the existing parking lot), and in particular the removal/relocation of portions of the Crocker Fence, would require a Certificate of Appropriateness for proposed construction, alteration, removal, or demolition of a structure on a Landmark site.

In summary, the EIR will discuss the project's potential impacts on cultural resources, including archaeology, demolition of the Cathedral House, and proposed removal and relocation of parts of the Crocker Fence.

#### NOTES

- /1/ The precise location, boundaries, and features/characteristics of the Cathedral Close are described in City Planning Case File No. 83.560L. In general, a "close" is defined as "an enclosed space around or at the side of a building; especially the neighborhood of a cathedral." (Cyrill Harris, ed., Illustrated Dictionary of Historic Architecture, Dover Publications, New York, 1983, p. 122. Originally published in 1977 by McGraw-Hill Book Company as Historic Architectural Sourcebook.)
- /2/ Rev. Malcom H. Manson, Canon Headmaster of the Cathedral School for Boys, letter, September 25, 1991.
- /3/ These occupancy estimates have been rounded-off and are derived from data provided by Sarah M. Rockwell, letter, November 5, 1991.
- /4/ Rev. Canon Marc DuPlan Lee, Chancellor, Grace Cathedral, in a phone conversation on August 14, 1991, as well as subsequent information provided by Sarah M. Rockwell, letter, November 5, 1991.
- /5/ Dames & Moore, Foundation Investigation, Proposed Addition to Grace Cathedral, California and Taylor Streets, San Francisco, California, p.6. A copy of this report is available for review in the project's case file at the Department of City Planning, 450 McAllister Street.
- /6/ Bolt, Beranek and Newman, December 13, 1971, Noise from Construction Equipment and Home Appliances, Environmental Protection Agency.)
- /7/ Equivalent mean wind speed incorporates the effects of gustiness or turbulence on pedestrians and is defined as the mean wind multiplied by the quantity (one plus three times the turbulence intensity) divided by 1.45.
- /8/ An evaluation of potential wind effects was completed by Environmental Science Associates, Inc. (Judy Kavanaugh and Chuck Bennett letter, October 18, 1991). Sections of the preceding two paragraphs, and the paragraphs which follow summarize this letter, which is available for review in the project case file at the Department of City Planning, 450 McAllister Street, San Francisco.

- 49/ This information is from Nishita and Carter, Inc., Site Reconnaissance and Landscape Plan, March 1, 1991, provided by the project architect, William Turnbull Associates. A copy of these drawings are available for review in the project case file at the Department of City Planning, 450 McAllister Street, San Francisco.
- /10/ San Francisco Datum establishes the City's "0" point for surveying purposes at approximately 8.6 feet above mean sea level.
- /11/ Harding Lawson Associates, San Francisco, Phase I Report, Geotechnical Investigation, Conceptual Plan, Grace Cathedral prepared for Grace Cathedral, October 1986, p. 4. A copy of this report is available in the project case file at the Department of City Planning, 450 McAllister St.
- /12/ Ibid. p. 5.
- /13/ Paul Lobush, William Turnbull Associates, letter, August, 14, 1991.
- /14/ Dames and Moore, pp. 6-8.
- /15/ URS/John A. Blume and Associates, "San Francisco Seismic Safety Investigation," 1974. Groundshaking intensities that would result from a major earthquake were projected and classified on a five-point scale ranging from E (Weak) through A (Very Violent).
- /16/ Harding Lawson Associates, p. 7.
- /17/ Existing energy use is based on PG&E customer bills for the Cathedral and School during 1989. Calculations and analysis for this section were completed by Environmental Science Associates, Inc. Letters on this subject, dated November 12, 1991; December 16, 1991; and December 23, 1991, Jeff Wehling, to Hillary Gitelman, are available for review in the project case file, at the Department of City Planning, 450 McAllister Street, San Francisco.
- The British thermal unit (Btu) is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at sea level. The term "at source" means that adjustments have been made in the calculation of the thermal energy equivalent (Btu) for losses in energy that occur during generation, transmission, and distribution of the various energy forms as specified in ERCDC, 1977 Energy Conservation Design Manual for New Non-Residential Buildings, Energy Conservation and Development Commission, Sacramento, California, and Apostolos, J.A., W.R. Shoemaker, and E.C. Shirley, 1978 Energy and Transportation System, California Department of Transportation, Sacramento, California, Project #20-7, Task 8.
- /18/ B. Hannon, et al., 1978, "Energy and Labor in the Construction Sector," Science 202:837-47.
- /19/ PG&E Company, 1989 Annual Report. (Cited by Environmental Science Associates in a letter dated December 23, 1991. This letter is available for review in the project case file at the Department of City Planning, 450 McAllister Street, San Francisco.)
- /20/ Ibid.

C. OTHER

YES NO DISCUSSED

Require approval and/or permits from City Departments other than Department of City Planning or Bureau of Building Inspection, or from Regional, State or Federal Agencies?

\_\_\_ X \_\_\_

D. MITIGATION MEASURES

YES NO N/A DISCUSSED

1) Could the project have significant effects if mitigation measures are not included in the project?

X \_\_\_ \_\_\_ X

2) Are all mitigation measures necessary to eliminate significant effects included in the project?

X \_\_\_ \_\_\_ X

The following mitigation measure is related to a topic determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing this measure and also including other measures which would be, or could be, adopted to reduce potential adverse effects of the project identified in the EIR. The project sponsor has agreed to implement the following:

Construction Air Quality:

The project sponsor would require the contractor(s) to sprinkle the site with water during demolition, excavation, and construction activities; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. The project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

E. ALTERNATIVES

Alternatives to the proposed project include the following:

1. No project: the site would remain in its existing condition.

2. Retention of Site Structures:

2(a) Crocker Fence, Retention in Place

The Crocker Fence would remain at its current location. The staircase and parking structure would be redesigned to accommodate the Fence. Other elements of the project would remain as proposed.

2(b) Retention of Cathedral House and Crocker Fence

The Fence and the Cathedral House would remain at their current locations.

The parking structure, Chapter House, landscaped plaza, and school addition would be redesigned or remain as proposed.

These alternatives and their potential impacts will be discussed in the EIR.

F. MANDATORY FINDINGS OF SIGNIFICANCE

YES NO DISCUSSE

- \*1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history? X — —
- \*2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? — X —
- \*3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.) — X —
- \*4) Would the project cause substantial adverse effects on human beings, either directly or indirectly? — X —

G. ON THE BASIS OF THIS INITIAL STUDY

- I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers       , in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
- X I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

*Barbara W. Sahm*

BARBARA W. SAHM  
Environmental Review Officer  
for

DEAN L. MACRIS  
Director of Planning

Date: 1/5/91

## APPENDIX B: ARCHITECTURAL RESOURCES

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The architectural ratings discussed in the text of this report include the results of two separate architectural evaluation surveys: the 1976 San Francisco Department of City Planning Citywide Architectural Survey, and the Heritage Survey. These are discussed below.

### SAN FRANCISCO DEPARTMENT OF CITY PLANNING CITYWIDE ARCHITECTURAL SURVEY

Between 1974 and 1976, the San Francisco Department of City Planning conducted a citywide inventory of architecturally significant buildings. An advisory review committee of architects and architectural historians assisted in the final determination of ratings for the 10,000 buildings, the results of which were entered in an unpublished 60-volume record of the inventory. The rated buildings are also represented on a set of color-coded maps which identify the location and relative significance of each building surveyed. The inventory and maps are on file at the Department of City Planning.

The inventory assessed the architectural significance of the surveyed structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included, but historical associations were not considered. Each building was given two numerical ratings, one for architectural quality and one for overall architectural significance, urban design context, and environment significance. The latter rating is referred to in this report. The ratings ranged from a low of "0" to a high of "5." The architectural survey resulted in a listing of the best ten percent of San Francisco's buildings. In the estimation of the inventory participants, buildings rated "3" or higher represent approximately the best two percent of the City's architecture.

### HERITAGE SURVEY

The Foundation for San Francisco's Architectural Heritage, through its consultants, Charles Hall Page & Associates, Inc., conducted an architectural and historical survey of all downtown structures. In 1979, the original inventory results were published in the book *Splendid Survivors* (Foundation for San Francisco's Architectural Heritage, *Splendid Survivors*, California Living Books, San Francisco 1979). A subsequent 1982 Heritage survey evaluated all structures in the

C-3 zoning districts in areas not covered in the *Splendid Survivors* survey ("San Francisco Downtown Architectural Survey: C-3 Zoning District, Final Evaluated List," December 1, 1982). The expanded inventory has not been formally published by Heritage. Criteria considered in rating the buildings for both surveys include Architectural Significance, Historic Context and Negative Alterations. Summary ratings from "A" to "D" were assigned to each building on the basis of these scores. The summary ratings, as described on pp. 12-13 of *Splendid Survivors*, are listed below:

- A. Highest Importance. Individually the most important buildings in downtown San Francisco, distinguished by outstanding qualities of architecture, historical values, and relationship to the environment. All A-group buildings are eligible for the National Register, and of highest priority for City Landmark status.
- B. Major Importance. Buildings which are of individual importance by virtue of architectural, historical, and environmental criteria. These buildings tend to stand out for their overall quality rather than for any particular outstanding characteristics. B-group buildings are eligible for the National Register, and of secondary priority for City Landmark status.

The Landmarks Preservation Advisory Board does not distinguish between "A" rated and "B" rated buildings for purposes of preservation.

- C. Contextual Importance. Buildings which are distinguished by their scale, materials, compositional treatment, cornice and other features. They provide the setting for more important buildings and they add visual richness and character to the downtown area. Many C-group buildings may be eligible for the National Register as part of historic districts.
- D. Minor or No Importance. Buildings which are insignificant examples of architecture by virtue of original design, or more frequently, insensitive remodeling. This category includes vacant buildings and parking lots. Most D-group buildings are sites of opportunity.

Not Rated. Buildings which have been built or suffered insensitive exterior remodelings since 1945.

## **X. EIR AUTHORS AND CONSULTANTS; ORGANIZATIONS AND PERSONS CONSULTED**

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